CANDID AND ACCURATE

NARRATIVE

OF THE

OPERATIONS

USED IN ENDEAVOURING TO RAISE HIS

Majesty's Ship ROYAL GEORGE,

In the Year 1783;

With an ACCOUNT of the CAUSES and REASONS which prevented the Success;

AND ALSO,

Copies of the Affidavits, Vouchers, Letters, Documents, and other Correspondence, relative to that unfortunate Transaction.

By WILLIAM TRACEY.

"In great Attempts 'tis glorious even to fail."

PORTSMOUTH:

Printed for the AUTHOR, by W. M[illegible]

A ſhort Reference to the foregoing Plate.

A. A. THE two long Stages, made of three firſt and ſecond Rate Main-maſts, ſecured by a Number of ſtrong Pieces of Oak Timber, both above and below, bolted thro' with large Iron Bolts, and otherwiſe ſecured and laſhed in a very ſtrong Manner, and are of immenſe Strength—Length 113 Feet, and 10 broad; their Uſe were in Conjunction with three other Stages of 46 Feet long, made in the ſame Manner as the above, and were to be placed over the Wreck, between the two Ships, in equal Diſtances with the long Stages, and have large Bundles of old Rope, Shakings, &c. in ſtrong Rope Nettings at each End, in order to make an eaſy Preſſure on the Ships' Sides, when the Extenſion of the two Ships was neceſſary, which would not be until the Ships were removed into ſhoal Water; and then, with the Addition of other Pieces of Maſts, a great Number of empty Leagers and Butts, all ready, ſtrongly laſh'd, and could be affixed with the greateſt Eaſe, to a certainty of nearly floating the Wreck, if found neceſſary. Thoſe Stages were likewiſe of great Service in ſlinging the Ship, and laying the Cables down, and keeping their Ends clear above Water, inaſmuch, that it was impoſſible to have done without them, or ſome ſimilar Subſtitute. The long Stages had likewiſe very large Swivel Rings affixed, of near half a Ton Weight at each End, for the Cables to paſs through, to ſecure the Ships' Heads and Sterns apart, when in ſhoal Water.

B. B. Shews in what Manner the Cables come up in each Ship, viz. 4 Cables a-head at the Hauzes, 2 on each Side; 4 Cables at the third Port from forward, 2 on each Side; 4 Cables a Midſhips, 2 on each Side; 4 Cables in the third Port from Aft; and 4 Cables into the Stern Port, which are raiſed and properly bolſtered to receive them; all of which Cables have four-fold Purchaſes to receive them within Board, ſecured by leading Blocks, &c. The Falls are led to the Capſtane in ſuch Order, that by racking them, the whole Cables in both Ships (with due Aſſiſtance) can be hove

have taught down in leſs than half an Hour, which at low Water the Tides cannot flow ſo much in that Time as to hinder the Cables from bearing equal Strains; and as the Tide flows, after all is brought to bear, the two Ships muſt be forced bodily to ſink, or the Wreck muſt lift (which ſhe actually on Trial did.)

C. C. The four Cables affixed to the Chain which was put round the Stem and Stern-poſt of the Royal George, juſt above the other ſlinging Cables, to prevent any flying up, &c. Their Ends came up two to each Ship.

D. D. The two large mooring Lighters, upwards of 100 Tons each, which indeed ought to have been four, had they been allowed, and bore their Burden on the Royal George, by 14 Inch center Cables from the Slings below.

E. The Space between the two Ships where the three ſhort Stages were placed, and Caſks laſh'd (as before deſcribed at Letters A.)

F. Large Pieces of half-rounded Maſt, 6 Feet in Length bolted to the Ships' Side for the Cables to paſs over into the Ports, and to prevent the Weight to bear on any particular Timber or Place; that at the Stern, Pieces of very large Maſts of 30 Feet length, well laſhed and ſecured to the Body of the Ships above for the Cables to paſs over into the Stern Ports.

G. G. The mooring Cables which held the Ships to the Eaſt and Weſt. There were likewiſe the ſame to the North and South, which do not appear in the Plate.

N. B. The Sling Cables are made, in a great Meaſure, ſimilar to Jar Slings, and jamb to the Body of the Ship below, in the Part intended to bear on, with the greateſt Exactneſs. This Invention is entirely new for ſuch Purpoſe, and can be depended on to a certainty, as the greater the Weight the more ſure to hold faſt; and they are conſtructed with this peculiar Utility, that if any one End of the four, or the two oppoſite Ends give way, the remaining Ends will preſerve their Power as if no ſuch Accident had happened.

INTRODUCTION.

THE following Narrative is not intended for Amuſement but Conviction.——'Tis a Juſtification of a Plan which met with the Approbation of the firſt Characters in the Kingdom, and excited the moſt ſanguine Hopes of Succeſs.——Particular Care has been taken to advance no Aſſertion but for which Documents are or can be produced; and a ſimple Stile was thought preferable to the Harmony of poliſhed Periods; for Truth needs not the foreign Aid of elegant Language.

I have pointed out many Obſtacles which tended to prevent my Succeſs in raiſing the Royal George. Perſonal Picque, private Animoſity, or the Effects of Diſappointment and Reſentment, have had no Weight with me in the Inveſtigation of this Matter. If I have ventured to blame particular Individuals, I have not done it without Cauſe, though I have always cenſured with Reluctance and Regret. In the Proſecution of my Plan, I have been convinced, that the more ex-

alted a Man's Rank is in Office, the more extenſive his Liberality of Sentiment, and Generoſity of Diſpoſition. While to ſome inferior Officers I tender my Forgiveneſs for the Injuries they have done me, to their Superiors in Character and in Station I know not how to expreſs my Thanks. The aſſiduous Attention of Admiral Montague to my Intreaties and my Intereſt, the friendly Interpoſition and Aid of Commiſſioner Martin, the Patronage and Protection of the Honourable Captain James Luttrell, Sir Hyde Parker, and the generous Exertions of many other Captains and Officers in the Navy, claim the warmeſt Returns of the ſincereſt Gratitude. The Teſtimonies they have voluntarily produced in my Favour will, I hope, have their Weight, and ſufficiently convince the World that the Failure of my Attempt was entirely owing to the Want of the promiſed requiſite Aſſiſtance, and the other Cauſes I have mentioned in the following Pages.

My Acknowledgments are particularly due to the Builder, Store-keeper, Clerk of the Survey, Aſſiſtants, Maſter Caulker, Maſter Maſt-maker, and Boat-builder, and indeed to every Officer and Gentleman in their reſpective Departments in Portſmouth Dock-yard. They were ever ready to afford me their Aſſiſtance, and to forward my Operations, as far as was conſiſtent with my Agreement with Government. But, as the following Pages will evince, the Maſter-attendant behaved

haved in a Manner totally oppoſite, and by every Means in his Power prevented and fruſtrated my Deſigns. Mr. Moſely, the ſecond Maſter-attendant, merits no blame—had his Power been equal to his Inclinations, I am conſcious his Support would not have been withheld. For their obliging Attention, the Agent Victualler, Mr. Thomas, and his Officers at Weyvill, will be pleaſed to accept of my Acknowledgments.

When I firſt made Application to the Honourable Navy Board, I was aſked how many Men would be requiſite or neceſſary at the laſt Effort I ſhould make. I told them 1000 or 1200. A Clauſe was made in my Agreement with that Honourable Board, that I ſhould pay all extra Aſſiſtance; but it was certainly conſiſtent with Reaſon to imagine how impoſſible it was for a private Perſon, without Authority, to collect together ſuch a Number of Men. I had not the leaſt Doubt but Government would have ſupplied me. Indeed, had I been furniſhed with half the Number, I would have ſucceeded. Let me then aſk every generous and humane Mind, after peruſing the following Pages, whether it does not plainly appear, that my Failure aroſe merely from a Want of the proper Supply and Support which had been promiſed me? Are there not the moſt ſufficient Teſtimonies of the Propriety of my Plan? Can the Want of Succeſs be attributed to any Thing but accidental Cauſes? Shall the Generoſity of

the Engliſh Nation ſuffer an Individual to go unrewarded for the many laborious, anxious Days, and ſleepleſs Nights, he has paſſed in torturing Fatigues and Suſpence for the Succeſs of his Plan? Shall no Compaſſion be ſhewn him for the repeated Diſappointments he received from thoſe whoſe Duty it was to aſſiſt him? And, in ſhort, ſhall one who not only riſked his whole Property in a national Concern, but involved himſelf and Family in the greateſt Difficulties, be injured and oppreſſed in the higheſt Degree? After having exerted his utmoſt Abilities in the Service of the Public, ſhall he be deſerted and abandoned by thoſe whoſe Cauſe he eſpouſed, and whoſe Honour he endeavoured to promote?

A

STATEMENT of FACTS, &c.

IN September, 1782,* I firſt preſented to the Lords of the Admiralty a Plan for raiſing the Royal George, which was referred to the Commiſſioners of the Navy, with Orders for my Attendance at that Honourable Board. In Conſequence I did attend, and was informed by Commiſſioner Hunt that my Propoſals, with many others, were ſent to Portſmouth Deck-yard, for the Inſpection of Maſter-attendants and Maſters, who were to hold a Board, and determine what Plan was the moſt eligible. To ſtay longer in London, I was told, would be of no Effect, as Information ſhould be given me, if any Thing material was done. Accordingly I returned to Portſmouth, where I uſed

* See Letter No. I.

every Means to make myſelf acquainted with the State in which the Royal George lay. I repeatedly went to Spithead, ſounded her, and got informed of the Nature of the Tides, &c. After acquiring this neceſſary Intelligence, I found *the Plan I had then delivered* would not anſwer my Expectations, perceiving it impoſſible to manage ſix or more Ships in ſuch ſtrong Tides as run on the Springs where the Ship lays. Diſappointed in my firſt Attempt, I was not, however, entirely diſmayed. The Failure of my Hopes only excited the Ardour of my Endeavours; and, after much Conſideration and Reflection, in October 1782, I compleated the Plan I have ſince carried into Execution by Approbation of the Admiralty and Navy Boards, in Preference to at leaſt an hundred Projectors. This Aſſertion is confirmed by Letters bearing Date the 7th of January, 1783.* I returned to London, in 1782, in the Month of November, where I lived, as may be ſuppoſed, at an Expence increaſed by procuring Diving Machines, and other neceſſary Apparatus, in order the more effectually to diſcover the State the Royal George lay in, &c. The Articles of Agreement were not ſigned before the 15th of May, when I then came to Portſmouth to execute the Plan I had propoſed.

Government

* See Letter No. II.

Government agreed " to ſupply me with two " Ships of the third Rate, together with ſuch other " Veſſels and Seafaring Craft, and ſufficient Stores " as might be requiſite and neceſſary for the Pur- " poſes aftermentioned, *without Prejudice to his " Majeſty's Sea Service.*" I was accordingly provided with the Royal William and Diligente,* which I took in their then ſtate. I brought the Diligente from her Moorings from off the Hardway to the Dock Jetties at my own Expence. I ſet to work in getting the neceſſary Stores and Caſks on Board. At my own Expence too I brought the Royal William from the Fountain Lake to the North Jetty. The Condition of the Ships was well-known. The Royal William had neither Maſt nor Boltſprit: the lower Maſt, however, of the Dragon was put into her by my own People, at my own Expence. I rigged the Ships in a proper Manner, and made the neceſſary Preparations to carry them to Spithead. My Riggers were employed at the ſame Time in getting the Sweep Cables ready to ſling the unfortunate Ship, and Carpenters engaged in erecting the requiſite Rafts and Stages. Every poſſible Exertion was uſed on my Part. On the 5th of June, Mr. Gilbert, Maſter-attendant, ordered me to take the Diligente from the Jetty in the Dock-

* See Letter No. III.

yard to the Moorings off the Common Hard.—— This Command was equally unneceſſary as expenſive. The Stores were removed, and the People ſeparated; and on the 7th of the ſame Month a Pilot (Mr. Lawford) was put on Board. He conducted the Diligente to Spithead on the 9th, which unwarrantable Authority of Office was a peculiar Prejudice to my Intereſt. My People were thereby divided, and the Stores prevented from being got on board to Advantage. Nay, ſo effectually was I diſtreſſed, that, notwithſtanding all my Endeavours ſhe was not properly moored till the 19th of June.

It is almoſt prepoſterous to obſerve what needleſs Expences this Removal occaſioned. People employed at Spithead with the Diligente could be of no Service to the Royal William, and additional Hands were requiſite to get Stores on board the latter Ship. This unneceſſary Trouble eventually coſt me more than three hundred Pounds. On the 13th of June, the Royal William was alſo ordered from the Dock Jetty to the northernmoſt Moorings, oppoſite the New Ground, by the Maſter-attendant.—To me no previous Notice was given, and therefore all my Stores were obliged to be conveyed by Lighters at great Trouble, and at great Expence. I ſubmitted with Patience to theſe peculiar Hardſhips, and perſevering in this Duty amidſt the Horrors of rigid Rains and heavy Winds, I had nearly ſacri-

ficed

ſeed my Life, and was confined to my Bed for ſeveral Days. On the 21ſt of June, the Royal William was likewiſe ordered to Spithead, by Mr. Gilbert, the Maſter-attendant, before it was poſſible for me to get the requiſite Stores on board. The two Maſter-attendants had, in May, aſſured me of their Intereſt in my Favour; and, when I ſhewed them my Plan and Method of raiſing the Royal George, I was told they would give me their Aſſiſtance, and that even the Forreſter and ſailing Lighters ſhould be given me till the very laſt Day they could be ſpared, which would happen in the latter End of July, when they would go a Ship Launching. Theſe Veſſels were the fitteſt for my Purpoſe.

The moſt ſolemn Aſſeverations to ſerve me were made on the Part of the Maſter-attendants, and that they ſhould ſtrain every Nerve in my Favour. Had the Practices been equal to the Profeſſions, the Royal George, long before now, would have been ſafe in Portſmouth Harbour. Buoyed up with ſuch official Declarations, I did not apply for any large Craft till I was ready to uſe them, certain in my own Mind that I would be provided on the ſhorteſt Notice, they not being in Uſe.

On the 21ſt of June, the Royal William was moored at Spithead. I then aſked for Lighters, and was ordered one by Mr. Moſely, ſecond Maſter-attendan In Conſequence of this my People went up the Harbour, as far as the Hard-

way,

way, and, after much Trouble, brought a Lighter down to the North Jetty. I was then accoſted by Mr. Floyd, a Boatſwain, at the Requeſt of Mr. Gilbert, one of the Maſter-attendants. His Intelligence was by no Means of an agreeable Nature, for he told me, the Lighter that I was getting down, No. 4, *would not ſwim at Spithead, her upper Works being ſo very bad, independent of other Defects.* Unwilling to truſt to this, I went and examined her, and found her perfectly ſufficient to Appearance. I was, beſides, informed by the Lighter-keeper, that ſhe was the beſt they had in the Service. I ordered my People immediately to proceed and get her down, and inſtantly informed Mr. Moſely of her being quite adequate to my Purpoſe, offering at the ſame Time to abide by the Conſequences. That Gentleman then told me, he was the Junior Maſter-attendant, and but young in Office, and Mr. Gilbert's Order being contrary, he could not allow me the Lighter. He politely added, I muſt go to him and fight it out with him. After many Viſits at his Houſe, I at laſt found Mr. Gilbert at the Pay-Office, to whom, as to Mr. Moſely, I told the Miſtake relative to the Lighter. He immediately anſwered me I ſhould not have her, but muſt *hire Veſſels at my own Expence.* I expoſtulated, but in vain.—Government, I told him, had agreed to ſupply me with proper Craft, and I could neither find nor hire any fit for my Purpoſe in this Part of the Country.

Country. The Cabot Brig, he tartly replied, had been lately ſold to ſome Merchants at Goſport, and I had better apply for her.—I could not help obſerving, that if he meant to deprive me of the Lighters, he might with equal Propriety take the Stores and Ships from me, for they could be of no Uſe unleſs I had proper Lighters or Craft to ſling the Royal George with. Barely heaving the Cables overboard could be of no Service; and, deprived of Lighters, I plainly told him, I muſt give up the Attempt, though my Sweep Cables were nearly all ready to lay down. He then informed me, I ſhould have the Truelove Sloop, and a Lighter, when he could ſpare me one. On this, I aſked Permiſſion to acquaint Commiſſioner Martin, and obtained it; but he, however, waited himſelf immediately on that Gentleman, & ſwore he could ſpare no Lighters, for they were all employed in getting Stores out of the Ships, &c. which was not then the Caſe; nor, till after my Application to Mr. Gilbert, was there even one employed in that Service. Upon the ſtricteſt Enquiry, I found this was the firſt Time in Memory that thoſe large decked Lighters were uſed in receiving Stores from Men of War going to be paid off. Where Men, in ſuch Caſes, throw great Weights, even from the Decks, the Tops, and Maſts, their Decks, which are only of thin Planks, muſt be greatly deſtroyed. It appears plainly that thoſe Lighters were ſo employed by Mr. Gilbert

Gilbert purpoſely to prevent my having even one of them to aſſiſt me in my Operations on the Royal George. I informed the Commiſſioner, I could not proceed without Craft, and that for ſome Time paſt I had done my Work at a very great Diſadvantage. I repreſented to him the Hardſhips under which I laboured: Nearly all my Sweep Cables and Purchaſes were ready to lay down, and being ſo much in the Way, I told him, I could do nothing in the Ships but with the utmoſt Difficulty. I mentioned to him the Impoſſibility of proceeding without Lighters, and, notwithſtanding the amazing Expence at which I ſtood, no Work could be effectually done. Commiſſioner Martin coolly replied, that he was ſorry for it; but you hear, continued he, what the Maſter-attendant ſays. He adviſed me, however, to write to the Board. I expreſſed my unwillingneſs to give Offence, either to the Board, to him, or to the Officers, as the Maſter-attendant had then promiſed me a Lighter when one could be ſpared. On leaving the Pay-office, I met with Mr. Meſely, the ſecond Maſter-attendant, who informed me, that next Week he would be on Duty, and would then endeavour to ſerve me.—It muſt be particularly remarked, that *at this Time I only wanted one Lighter, which, with the Truelove, was to weigh the Sloop that lay cloſe along-ſide the Royal George, ready ſlung.* Till ſhe was removed

I could

I could not proceed in my Operations on the Royal George.

I went on with the Buſineſs, though at much Diſadvantage, till the 29th of June, when I again waited on Mr. Gilbert at his Houſe. At my Interview with this Gentleman, I told him I had called in Conſequence of his and Mr. Moſely's Promiſes, without troubling the Board with any Application, nor did I entertain a Doubt but he would let me have a Lighter. To my utter Aſtoniſhment, he denied me, adding, that he would never allow me one without an expreſs Order from the Navy Board, and again adviſed me to hire the Cabot Brig. I told him, that he had already an expreſs Order to ſupply me with all Veſſels and Craft fit for my Purpoſe in the general Order to the Yard, and that the Copy of my Agreement with Government fully expreſſed it, which Agreement was in his Office, as well as in every public one in the Yard—*a Fact that is undeniable.* I could not help obſerving, that I had met with very bad Treatment; for had I not been deluded and deceived with his and Mr. Moſely's Promiſes, I certainly ſhould have wrote to the Board before, who would doubtleſs have complied with my Requeſt. Picqued at this Diſappointment, which was a truly material one, I wrote immediately, in the mildeſt Manner, to the Commiſſioners of the Navy, who were pleaſed *to ſend an Order, by which I obtained only one Lighter, and that not before*

*fore the 7th of July.** Mr. Gilbert then picked me out the oldeſt and moſt improper for my Service in the Port. She was rotten, and in a very leaky Condition; her upper Works were greatly decayed, her Decks ſtove in with getting Stores from the Ships, *and ſhe actually ſunk on the 11th of October following*. Commiſſioner Martin informed me, when any others could be ſpared, I ſhould have two more to lay down my Sweep Cables with, and hoped the Sloop might be got up with the one I had already, and with the Truelove. This I effectuated on the 11th of July, in the Afternoon, and got her clear from the Wreck on the ſame Night. In Conſequence of ſo polite an Aſſurance on the Part of the Commiſſioner, I again applied to Mr. Gilbert, the Maſter-attendant, for two other Lighters, in order to ſling the Royal George with; but he ſaid he could ſpare none, though at this Time, it is notorious, there were three large ones not in Uſe. Nay, when I firſt applied, and was told they were employed in getting Stores out of the King's Ships, &c. there were actually three Lighters fit for that Purpoſe in the South Dock, entirely out of Uſe. I believe, as I before obſerved, it was never known before to employ the large mooring Lighters in ſuch Buſineſs; for it does them much Damage to have

* See Letter No. IV.

have great Weights thrown upon their Decks.—The Harbour Duty, Mr. Gilbert added, muſt not be ſtopped for that of the Royal George, and he repeated the Neceſſity of hiring Craft myſelf. I was now in a very diſagreeable Situation: having ſo lately wrote to the Commiſſioners of the Navy,* I could not think of again troubling that very reſpectable Board. I had alſo every Reaſon to fear that Mr. Gilbert (in whoſe Power alone it was) would not ſo readily comply with an Order from them as from the Admiralty. I ſaw the precarious Ground on which I ſtood; I was unwilling to retreat, though I knew not well how to advance. I little thought the narrow Prejudices of intereſted Men and partial Individuals would have ſtopped the Progreſs of a national Concern, nor could I imagine that the Servants of the Public could impede the Buſineſs of their Country. The Cauſe was not mine alone.——The Honour of England was at Stake. Having by the Bravery of her Tars eſtabliſhed her Fame in the Annals of Glory, I fondly hoped to add to her Renown by experimental Knowledge.——How my anxious Wiſhes were diſappointed remains yet to be told.

The Royal William and Diligente were ſo lumbered, that the Hands I employed could do nothing

* See Letter No. V.

thing material. Was it poſſible to work with Advantage when the Ships were full of the Purchaſe Cables and other requiſite Stores? Had they Room to ſling the Caſks or to ſtow them? or in fact to do any Thing properly? Indeed, had I not ſtowed the Purchaſe Cables, and moved them from Place to Place, I could not have had them ſo ſoon ready as they were, for they were nearly all fit to lay down in the Month of June. But being thus circumſtanced, I was at the Trouble and Expence of doing my Work two or three Times over. Deſpairing of Aſſiſtance from the Yard by the Authority I had already received, I wrote to the Admiralty for Lighters on the 5th of July.* In Conſideration of their Lordſhips Order and Anſwer,† Mr. Gilbert told me on the 13th of the ſame Month, that I could not have two Lighters, but that the old Sherborne Cutter was at my Service. He politely added, that a a Lighter ſhould be repaired for me, *though at that very Time there were two proper mooring ones in the Dock Camber, actually out of Uſe.* In my diſtreſſed Situation, I accepted of the Sherborne, though ſhe was very unfit for Service; ſhe was rotten and crazy, without even a Capſtane, and had juſt been returned from the Admiral as totally unfit for Service. It was with the greateſt Difficulty I could keep

* See Letter No. VI.

† See Letter No. VII.

keep her above Water, being obliged to pump her Night and Day. A Cutter-built Veſſel cannot be ſuppoſed to carry a heavy Purchaſe againſt a mooring Lighter; in my Caſe, however, I had no Room for Choice; I had ſuffered already too much, by unwarrantable Delays: the Diſappointments I had already received damped my Scheme in the Beginning, and entirely ruined it in the End. With ſuch a miſerable Apparatus I reſolved, therefore, to make the beſt Attempt. My Carpenters were ſet to Work, a Crab was fixed for a Capſtane, and Rollers at her Bows. I patched her up the beſt Way I poſſibly could; but after all, ſhe was very unfit for my Service. Nay, it was even dangerous to make ſuch Uſe of her. Mr. Gilbert refuſed to let me have either of the two Lighters which were *unemployed*, but told me, that one laying at the Pitch-houſe Jetty ſhould be repaired for me. That was accordingly done, with every Diſpatch, by Order of the Builder; but I could not get her to Spithead, before the 23d of July. For want of proper Support and Supply, my Buſineſs was delayed for nearly five Weeks in June and July, *the very beſt Times of the Year for carrying my Plan into Execution.*—— What Reaſons the Maſter-attendant could have to throw every poſſible Obſtacle in my Way are beſt known to himſelf: It is a Fact, which Hundreds can atteſt, that allowing me the Lighters at firſt could have been of no Hinderance to his

Majeſty's Service; but private Picque, and the moſt malicious Reſentment, are often found in proud Man, when "clad," as the Poet has it, "with a little brief Authority."

I cannot help remarking, with Regret, what peculiar Diſtreſs Mr. Gilbert's obſtinate Refuſal, and unneceſſary Delay, occaſioned. Had he complied with my Requeſt, I ſhould have been *ready for the grand Attempt by the latter End of July.* In that Caſe, I would have had little Doubts of Succeſs; the Weather was remarkably fine; the Length of the Days, and Shortneſs of the Nights, were greatly in my Favour. My Plan had been approved by Men, not more eminent in their Profeſſion, than diſtinguiſhed by their Rank, whoſe Letters and Affidavits will juſtify my Aſſertions, while they greatly honour my Endeavours. In being withheld the Aſſiſtance, *I had every Reaſon, every Right to expect, originated my Failure and Deſtruction in raiſing the Royal George,* as, at that Time, I had, and was enabled to have, Men, in my own Pay, nearly ſufficient to have made the grand Attempt; at leaſt they would have done me more effectual Service than any Aid I had from Government.

Notwithſtanding theſe Obſtructions and Delays, by the 26th of July, I had got eight Cables fixed down on the Royal George. It continued to blow very freſh for four Days afterwards. By the 2d

of

of Auguſt, I had twelve fixed; from that to the 7th, it blew ſo very hard that no Work could be done; it then remained fine Weather to the 12th.

On Wedneſday, the 15th Inſtant, the King's People, who always ſlept in the Truelove, [her Crew] and whom I *paid and victualled* as my own, either by Negligence, or Deſign, fouled a Pair of my principal ſweep Cables. To take theſe up, and replace them, was the Labour of ſix Days. Notwithſtanding ſuch diſcouraging Circumſtances, I ſtill perſevered, and, by the 23d of Auguſt, I got the laſt Cables down on the Royal George, and all hove taught in their proper Places. Had the Weather continued moderate I ſhould have been quite ready for making the Attempt by the 29th or 30th, as I had advertiſed. I had applied to the Board for Aſſiſtance for that Purpoſe.*

On the 24th, it began to blow hard, and continued a conſtant Gale of Wind till the 1ſt of September, when I got the Chain and Cables in a proper Manner again in their places. On the 2d, I had the *firſt Aſſiſtance of ſome of the King's Men from the Ships at Spithead, &c.* but not till I had fixed all my Sweeps and Purchaſe Cables down on the Royal George. On the 23d, I was proceeding to anchor the Ships properly in their Places, when

* See Letters No. VIII, IX, X, XI.

it began again to blow ſo violently, that I was obliged to run the Sherborne Cutter, and Truelove, into the Harbour for Safety; the Gale did not ceaſe till the 20th. During two or three Days the Weather was moderate. Theſe I employed in putting the Cables, Stages, &c. to right, after the Gale. It began again to blow very freſh.—On the 25th, at Night, one of the Lighters broke a large Cable, excluſive of her own mooring Cables, and drove on Shore near Haſlar Hoſpital, without any further Damage. On the 26th, I got the Diligente along-ſide the Wreck, but had nearly got her *on* the ſame, owing to the King's Men leaving their Work at twelve o'Clock; and, indeed, the Danger would have been very great, had not the Officers of the Ganges, Mediator, and Diadem obliged the reſpective Boats Crews of theſe Ships to aſſiſt my People. The 27th, got the Royal William moored along-ſide: October the 1ſt, had all the Cables in the two Ships.—3d and 4th, employed in heaving on the Cables.—5th, they began to ſtrain equal, and, *at high Water, the Royal George was obſerved to move and ſwaddle in her Bed.*

As I could obtain no Aſſiſtance of any Kind in the Night, I continued every Day-light, at low Water Tide, to heave and ſtrain the Geer; *and the Royal George poſitively liſted every high Water.* On the 9th, *ſhe was hove a-head at leaſt* 30 *or* 40 *Feet to the Weſtward.* The Tides were increaſing

to

to the Top of the Spring Tides, which would have been on the 12th or 13th. I ſhould have weighed the Wreck before this Time, but was prevented by the following Circumſtances: "High Water happened about the Middle of the Night, as well as Day. At Night I had not ſufficient People on Board to heave the Cables and Purchaſes taught down at low Water. In the Mornings, about four or five o'Clock, when I ſhould have had the Advantage of the next high Water by Day-light, in the Middle of the Day, then indeed it would have been poſſible to have ſeen all clear for the Purpoſe. But, unfortunately for me, I was *indiſpenſibly* obliged to heave all taught down at low Water, in the Evening, and let the Geer ſtrain; weigh the Ship in the Night high Water, and ſuſtain her Weight till the Tide ebbed, and then ſuffer her to ground again in the Night, not having Men on Board to heave in the Slack of the Cables, and poſſibly they did not bear equal on the next Tide of Flood, after ſuſtaining the Weight of the Royal George, and the uncertainty of the Cables rendering and ſlipping at her again grounding."

Previous to the 9th, I had no Officers on Board with the King's Men, excepting Boys of Midſhipmen, and *ſome Mates*. Theſe could enforce no Obedience, the Ganges Men excepted, nor would the Men pay the leaſt Regard to my Directions or Orders, or thoſe of my Officers; but, on the contrary, tore, cut, and deſtroyed every Thing they

could to retard my Operations. Conſcious of the Neceſſity of ſtrict Diſcipline among Seamen, in my great Diſtreſs, I had reſpectfully ſolicited Admiral Montague for ſome Lieutenants, whoſe Rank in the Service would command Attention, and whoſe Orders would keep the Men to their Duty. The Admiral expreſſed his Willingneſs to give me every Aſſiſtance in his Power, but ſeemed to think he had no Authority to ſend Officers on ſuch a Service. With my Requeſt, however, he afterwards complied, but unfortunately too late for my Purpoſe.

On the 10th, it was agreed, by the Officers of the Commodore, and others, that upon my making Signal of three Lights at the Enſign Staff, the Men ſhould come on Saturday Morning, the 11th, in Time, to heave the Purchaſe Cables down all taught, at low Water in the Morning, and have the Advantage of the firſt Strain on the Geer. I hoped to have got the Royal George away, as none of the Officers, who witneſſed my Operations, entertained a Doubt of my Succeſs. Sanguine in Expectations, which experienced Seamen thought were well founded, I made the Signal accordingly; but, to my great Surpriſe, not half the Men neceſſary came till it was too late to make any Efforts. I was therefore forced to wait for the ſecond Strain as before, and at High Water moved her again a very little to the Weſtward. The Geer ſtill all held faſt and well. I agreed

with

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* See Letter No. XII.

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* See Letter No. XII.

My Situation was now truly diſtreſſing, and my Anxiety inexpreſſible. At high Water, with the great Sea, and the pitching and aſcending of the Ships, I found ſeveral of my dependent Cables broke forward in both Ships; every Thing was in a truly dreadful Confuſion. I immediately wrote to the Commiſſioner* for the Aſſiſtance of the People the Maſter-attendants had taken away. In conſequence of my Letter, they were ſent again on Board, on the Sunday Evening, but too late, to ſave the Cables, or render me any Service in that Reſpect. On the Day following, Monday, the 13th, it was more moderate, and I perceived it impoſſible to ſubſtitute freſh Cables in Time; I was, therefore, determined to make the laſt Effort with what Cables I had left, and to ſtart my Water, which amounted to about 1000 Tons in Caſks, and ſet all my Pumps to work, to throw out the Water purpoſely let in. On Monday Morning I made the Signal agreed on for Aſſiſtance before Day-light; but, to my great Mortification, not more than 137 Men were ſent in all, and very few of theſe came in Time. I did, however, every Thing that was in my Power; I hove the Cables down in the beſt Manner I could, tho' very imperfectly, and before high Water I found the Royal George on float forward. Even then, with

* See Letter No. XIII.

with proper Aſſiſtance, I would have ſucceeded. On ſtarting the Water, I perceived it had great Power, and that it lightened the Ships very much. Unfortunately, owing to the Cables being unequally hove down, two more gave way in the Diligente, the one in the Starboard Gun-room Port, and the other on the Larboard Bow; notwithſtanding, *all the Midſhip Cables ſtill held faſt.* Thoſe that were broke, were in a great Meaſure occaſioned by the Ships pitching and aſcending in ſo heavy a Sea. There now remained no Hopes of Succeſs till more were bent, and ſome other neceſſary Steps taken. But no Time was allowed me. The Officers took the Charge of the Ships from me, and though I could only procure 137 Men from the Fleet, four Boatſwains, 20 Riggers, and a Dozen Caulkers, which I victualled while with me, to make the laſt Trial, yet 600 Men were eaſily found to carry the Royal William into Harbour.

After this unſucceſsful Attempt, I was ordered to London by the Lords of the Admiralty,† by Letter, bearing Date the 24th of October. I remained there above a Month, at a conſiderable Expence, waiting the Determination of their Lordſhips, and the Navy Board. At much Coſt too, I was

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* See Letters No. XIV, XV, XVI.

† See Letter No. XVII.

I was obliged to keep Poſſeſſion of the Ships, and Care of the Stores, during the Winter; and had to pay for that Purpoſe Mens Wages and Victuals to a very conſiderable Amount.

After this plain and unadorned Narrative, the Right Honourable and Honourable Boards, and the Public, will judge for themſelves; and every humane Reader muſt ſympathize with me in my Diſtreſs and Diſappointment. Even my Enemies allow the Practicability of my Plan; but the Obſtacles thrown in my Way would have fruſtrated the compleateſt and moſt perfect Deſign.

Even from the very Beginning of this arduous Undertaking, I had Reaſon to fear the calamitous Conſequences, which afterwards enſued. While the Diligente lay at the Jetty, ſhe had only one Capſtane fit for Service. I therefore applied for another to the Builder, who, I verily believe, gave Orders to ſerve me with one proper for my Purpoſe. One was accordingly looked out, and ordered to be put in. Fortunately, however, ſome of my Carpenters obſerved it was not only of an improper Size, but entirely rotten and totally uſeleſs. I got the Carpenters of the Royal William and Diligente to Survey it: they found it much worſe than it was even repreſented. The Diſappointment I met with might have been preſaged from this Circumſtance, which evidently aroſe from Deſign, as will plainly appear by my Narrative. But undoubtedly the Perſon who meant to impoſe upon me

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was not aware of the Conſequences which might have enſued; for, had the Capſtane been put in, and ever a heavy Strain hove on it, it might have occaſioned the Loſs of many a Life or Limb. What was aſtoniſhing to me, and muſt ſtrike every Obſerver, is, that all the rotten and faulty Places, which were viſible on the Outſide, were filled up with new-made Putty, and afterwards rubbed over with ſoft Dirt, and dried on ſo as to make it ſeem ſound. I ſhewed it to ſeveral Officers of the Yard, and alſo a Quantity of the Putty I had taken from the faulty Pieces. Mr. Collier, one of the Foremen or Quartermen of the Capſtane-houſe, to whom I mentioned this Circumſtance, aſſured me, notwithſtanding, *it was very ſound*. The Builder, however, ordered me another, which was taken out of a Ship in Dock, I believe the Trident. When it was putting in its Place in the Diligente, there were upwards of 200 Men employed in the Ship, and moſt of them upon Deck working. While ſome were heaving up an Anchor, a Block broke, and the Sheaf fell and ſplit the Head of this very unfortunate Foreman, or Quarterman, who had ſo ſhort a Time before, through Ignorance, or Inattention, affirmed ſo glaring a Falſehood. It is ſomewhat remarkable, that among ſuch a Number he alone ſhould ſuffer; and, in an Age more Superſtitious than the preſent, this fatal Accident might have been attributed to a peculiar Interpoſition of Providence, whoſe

Ways

Ways are too dark and intricate to be explored by frail and feeble Man.

From the Experiments I formerly made, were I properly ſupported, I cannot entertain the leaſt Doubt of ſtill accompliſhing the raiſing of the Royal George. My Failure laſt Year can be attributed, with Juſtice, to nothing but want of the requiſite and promiſed Aſſiſtance. In the moſt ample Manner did Government undertake to provide me with Lighters and proper Veſſels. How I have been ſerved, I have already mentioned. Allowing, for a Moment, that the large Lighters were wanted to return Stores from Ships, can it ever be maintained, that this would be detrimental to *his Majeſty's Sea Service*, when at the very Time I was refuſed them, there were three fitter for the Purpoſe, laying uſeleſs in the South Dock? This Service was certainly *Harbour Duty*, as the Ships were going to be paid off. Will any one ſkilled in the leaſt in naval Affairs (Mr. Gilbert excepted) maintain that the Truelove, and Sherborne Cutter, were proper Veſſels for heaving ſuch heavy Purchaſes as this great Buſineſs required? The Capſtane of the Truelove contains but ſix ſhort Bars, not ſix Feet long. It is fixed on a narrow Pink-ſtern Deck. The Sherborne has already been deſcribed. Her inutility is obvious and glaring. Indeed, between theſe two Veſſels and the Lighters, there is as much Difference as betwe[illegible]h of a Man, and the Weakneſs of

of a Child. With them, however, I made the beſt Shift I could; and did effect, in the End, the placing properly my Sweep Cables, by the temporary Means of raiſing double Purchaſes, ſhifting the Veſſels, &c. though at great Expence, my Labour, Time, and incredible Fatigue; for, had there been four Lighters, the whole Cables would have been properly fixed round the Royal George in about ten Days, and in a Manner far ſuperior to what I could poſſibly do with ſuch Veſſels as the Sherborne and Truelove. The Want of proper Craft not only cauſed ſuperfluous Expences, but undoubtedly occaſioned the Failure in the End, as I have before obſerved.

The peculiar Hardſhip of my Caſe appears ſufficiently plain, from the following Circumſtances:

1. I have been kept in an anxious Suſpence, and have expended a deal of Money in procuring Diving Machines, and other neceſſary Articles. The loſs I ſuſtained, by leaving all my other Buſineſs from October, 1782, to the preſent Time, was very conſiderable, and this certainly aroſe from my Plan obtaining a Preference ſuperior to all others.

2. After Government had agreed to ſupply me with the neceſſary Stores, *and Craft and Veſſels fit for my Purpoſe*, could any Thing be more wantonly cruel, more uncandid and unjuſt, than to furniſh me with Veſſels totally inadequate to the Service for which they were intended? Nay,

was

was I not peculiarly unfortunate to be kept out, even of theſe leaky, crazy, and improper Veſſels for five Weeks, in the prime Seaſon of the Year, by the artful, inſidious Deſigns of an obſtinate and determined Man, who, abuſing the Power he poſſeſſed, drove me from Place to Place? He went, indeed, ſo far as to ſend Pilots on Board, to carry the two Ships to Spithead, before I had the half of my Stores on Board; and, in ſhort, exerted himſelf to the utmoſt to increaſe my Expences, and retard my Operations; for had it not been for the unneceſſary Obſtructions he threw in my Way, I ſhould have been ready for the grand Trial by the End of July. Of the Truth of this I can produce ſufficient Vouchers.

3. At the Time of the Trial, and on the Failure of my Attempt, the Admiralty interfered, and ſeemed to have taken the Matter upon themſelves, as appears from Admiral Montague's Letters of the 8th and 11th of October.* I was ordered to acquaint him with my daily Proceedings, for the Information of their Lordſhips, and another Letter commanding the ſame for *his Majeſty*.† Add to this, that when Admiral Pigot came down to inſpect into theſe Matters, I naturally concluded, that, in my then Situation, I could not apply with more Propriety than to the Lords of the Admiralty.

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* See Letters No. XVIII. XIX.

† See Letter No. XX.

Admiralty. Accordingly, I wrote to their Lordſhips, which I much fear gave great Offence to the Commiſſioners of the Navy. In my Letter, I made a Statement of Facts, and freſh Propoſals. I alſo communicated the Method I was to adopt, and delivered the Vouchers I had, certifying my having moved the Royal George. A Part of theſe I had formerly left at the Navy Office. I wrote on the 14th and 17th of October, 1783. On the 24th of the ſame Month I received an Anſwer, and was ordered to London. On the 7th of November following, I waited at the Navy Board, left fourteen Affidavits, and a Letter from Thomas South, Eſq; all in Proof of my having moved the Royal George;* but I got no ſatisfactory Anſwer. On the 26th of November, I wrote a third Time† to the Admiralty, but receiving no Return, I incloſed, for that Right Honourable Board, Copies of fourteen Affidavits and References,‡ and Letters of ſeveral Naval Officers,§—all of which were Vouchers of my having moved the Ship. Being favoured with no Anſwer, I wrote again to their Lordſhips on the 1ſt of May, and on the 5th‖ was referred to the Navy Board.

Flattered

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* See Affidavits and Letters, A, B, C, &c.

† See Letter No. XXIV.

‡ See Letter No. XXI.

§ See Affidavits and Letters, A, B, C, &c.

‖ See Letters No, XXII, XXIII.

Flattered by my former Succeſs, and no deciſive Anſwer being given to my Requeſt, I had, till of late, little Doubt of being again employed.—In this, I now fear, I have been deceived, as the Navy Board have ſent Orders for a Perſon to attempt getting up the Guns and other Stores; and others are employed in Preparations to raiſe the Ship. They remained ſilent till the 18th of May, when I received a Letter, which, while it ſtrengthens my Fears, excites my Aſtoniſhment. Could it be ſuppoſed, that after the Diſtreſs and Fatigue I had undergone, both in Body and Mind, I ſhould be refuſed a ſecond Trial? Could any one imagine, that after having expended near £4000, my Misfortunes, which in Fact were occaſioned by the Faults of others, ſhould be heightened by the diſtreſſing Letter which follows; a Letter which will involve myſelf and Family in Ruin, having given my all in Security to a worthy and reſpectable Gentleman, who was bound for me in a thouſand Pounds to the Navy Board for the Wear of his Majeſty's Stores.

COPY.

Navy Office, 17th May, 1784.

Mr. TRACEY,

"WE have received your Letter of the 11th Inſtant, and acquaint you that no further Aſſiſtance can be given you by this Board, with Reſpect to your raiſing the Royal George, and

your Security will be proſecuted as ſoon as the Time elapſes.

We are,

Your affectionate Friends,

Signed { CHARLES MIDDLETON,
EDWARD HUNT,
GEORGE MARSH.

The foregoing Letter needs no Commentary. I ſhall only make a few Obſervations more, as I fear I have already been too prolix on the Subject. It probably may be argued, that the Undertaking, in which I have been ſo unfortunate, was a Contract.—Allowing it to be ſo, it is of that particular Nature, that never before happened, and Heaven avert a ſimilar one from ever falling to this Country's Lot again! It is too of a Nature which can neither be effectuated or compleated without the Aid and Aſſiſtance of Government, particularly, that moſt eſſential Part, *a ſufficient Number of Men at the laſt Trial, and the neceſſary Veſſels fit for ſuch uncommon Purchaſes.* It may likewiſe be aſked, why did I not ſtop, and give up the Buſineſs, before I had made ſuch Progreſs? Why did I not make a public Charge to the Board, and complain of the Uſage I had received, and of the Obſtructions which were thrown in my Way? My Anſwer is, that I had expended many hundred Pounds, which I ſhould never have it in my Power to recover; for my Enemies would ſay, deſpairing of Succeſs, I had given up the At-

tempt, of the Succeſs of which I never could entertain a Doubt, if Aſſiſtance was afforded me.—Again, rather than make diſagreeable Complaints, or give my Superiors trouble, I ſubmitted with the greateſt Patience, thinking ſuch a Conduct would procure me the Countenance of a Man who had ſo much in his Power;—with ſuch a Perſon, I was willing to bear, amidſt innumerable Inſults and Affronts, rather than give any Occaſion for meriting Delay or Diſappointment. This accounts for my Silence in my Letters to the Board, as I never preferred a ſingle Complaint againſt him, though ſuch a Conduct would have been highly juſtifiable. I had many Reaſons for acting in this Manner. I thought, when I had proceeded ſo far as to convince his Superiors in Authority, that I was not to be deterred by trivial Obſtructions, but was determined, with Fortitude, and unremitting Perſeverance, though at great Trouble, Fatigue, and Expence, to ſurmount every Difficulty, that then ſome higher in Office would have proved my Friends.

Secondly, my Agreement with Government was on a generous and liberal Plan, and my Reward would have been truly bountiful. The Ship and Stores were to be valued by the Officers of Portſmouth Dock-yard, and of Conſequence, Mr. Gilbert, by his Profeſſion, would have been the principal Perſon in the Valuation. The damaged Stores were likewiſe to be eſtimated, and a

Clauſe

Clauſe for giving me the Preference in the Purchaſe, after the firſt Valuation was inſerted. On the whole, I had much to fear, by making a Man, leſs in Power than Mr. Gilbert, my Enemy, and every Thing to expect by preſerving him my Friend, as, from my never having given him Offence, I fondly conſidered him.

The Circumſtances which have been laid down in this Narrative, in the moſt reſpectful Manner; the Documents, Vouchers, and Authorities, which I have had the honour to produce, are a ſufficient Juſtification, I flatter myſelf, for my Perſeverance: and, I humbly preſume, the impartial Reader will pity, and the powerful and affluent will aſſiſt in obtaining ſome Compenſation for the Loſſes of the unfortunate Author, who, in endeavouring to perform a public Service, has unavoidably plunged himſelf and Family in Poverty and in Miſery.

Notwithſtanding theſe Circumſtances, the Time elapſed, the Failure of freſh Projectors, and various other Obſtructions, I am even now ready to undertake, and am conſcious of accompliſhing the raiſing of the Royal George, could I be certain of obtaining the Aſſiſtance I reſpectfully require in my Propoſals to the Lords of the Admiralty.*

* See Letters No. XXI, XXIV.

The raiſing of the Royal George was an Object of great Magnitude, and of the higheſt Importance. While all Europe was ſtruck with Pity at the doleful Tale of her unhappy Fate, they were anxious to know what Steps would be taken to recover her, by a Nation not leſs renowned in Arts than in Arms. They could never think that the peeviſh and contracted Diſpoſition of an Individual could thwart and overthrow the Deſigns of a public-ſpirited Projector; nor will it be believed, that a Country, celebrated for its Generoſity, ſhould abandon a Man whoſe Plan, even now, is allowed to be ſuperior to any yet offered to public Inſpection. Of its Practicability and Efficacy I have honourable and ſufficient Vouchers, and, amidſt the Dangers that ſurround me, it affords me no ſmall Conſolation, that to the Teſtimonies I have already adduced, I can add the reſpectable ones of Captains Payne, Hill, Gayton, Kingſmill, and many others.

SINCE

SINCE writing the preceding Pages, I am enabled to make a few Obſervations relative to the Operations uſed this Summer, 1784, in raiſing the Royal George. On a Caſe which ſo nearly concerns my Credit and my Character, it can hardly be thought improper for me to dwell at ſome length, eſpecially as I have received freſh Inſtances of undeſerved Oppreſſion.

I have already pointed out the heavy Charges I incurred in my Attempt to raiſe the Royal George; I have alſo ſhewn what unneceſſary Expences were occaſioned by Delays and Diſappointments; I have produced the moſt undeniable Teſtimonies of the Propriety of my Plan; and, to a Demonſtration, have proved that nothing but the Want of the promiſed Aſſiſtance could have prevented its being finally efficacious. Yet, feebly as I was ſupported, my Efforts, methinks, ſhould have ſhewn me not unworthy the Confidence of my Right Honourable and Honourable Employers.

In my Articles of Agreement with the Navy Board, it was provided by a Clauſe therein inſert-

ed, that, in caſe I did not raiſe the Ship, I ſhould be permitted to recover whatever Guns, Stores, &c. I poſſibly could. Notwithſtanding which, before I received any Notice to the contrary, an Order was ſent down to Portſmouth Dock, ſo early as the End of April or Beginning of May, 1784, to ſupply Meſſrs. Brathwaites with a proper Veſſel, of 50 Tons burden, and every other Thing neceſſary for the Purpoſe of recovering Stores, &c. On theſe ingenious Gentlemen I throw no Reflection; but in the Beginning of my Operation laſt Summer, I had got hold and fixed a Purchaſe on the very Sheet Anchor they have ſince got up, after full three Months labour; whereas, had I not been more anxious for the Succeſs of my grand Object, to which every other Motive was a ſecondary Conſideration, than the Profits which might ariſe from the Anchor, I think, I may ſay without Vanity, I would have raiſed it in a Day or two. But I wiſhed not to loſe even an Hour of infinitely more Importance.

When I reflected on the partial Reſpect ſhewn to theſe Gentlemen; when I conſidered the alarming Nature of the Letter from the Commiſſioners of the Navy, dated the 17th of May; when I revolved within myſelf that I had been the immediate though innocent Cauſe of reducing my Family to the greateſt Diſtreſs, my Mind was tortured with the moſt poignant Pain. Nothing could aſſuage, but every Thing heightened, my Misfortune.

Misfortune. I had been obliged to give up the Ships and Stores, after a long and expenſive Winter, and denied a ſecond Trial: I found myſelf ſucceeded by Projectors, whoſe Appearance beſpoke the greateſt Affluence, whoſe Plan was not only almoſt idolized for its Ingenuity, but whoſe Succeſs was ſeemingly ſecured by the Protection and Patronage it received. I thought ſuch Gentlemen, ſupported by ſuch Aſſiſtance, would doubtleſs ſucceed. At firſt my Heart glowed with the Thoughts of again ſeeing the poor old Royal George above Water, though I was not allowed the Honour of accompliſhing ſo deſirable an End. I was flattered in my fond Hopes, by ſeeing theſe Honourable Gentlemen careſſed and protected in the moſt effectual Manner, not only by the chief Officers of the Port and Yard, but by many reſpectable Officers of his Majeſty's Navy. All were unanimous in their Praiſe, and each ſtrove to outdo another in Offers of Services, in giving Aſſiſtance, and in Efforts to render that Aſſiſtance effectual. Even the long Stages, part of my Apparatus, which had coſt me 150 l. in making, were immediately ordered from the Dock-yard, and taken out to Spithead, by the King's People, for the Projectors' Uſe. Though I was never permitted to have one of the *falling Lighters*, yet they had the very beſt Veſſels: Riggers, in a Launch, alſo attended them, and all the Boats from the

Fleet; nay, the Ship's Company of his Majeſty's Ship Grampus, which lay near the Royal George, was likewiſe ordered to aſſiſt;—and, in taking out theſe great Mens' Apparatus to Spithead, with Anchors, Cables, Stores, &c. without the Expence of Man or Means to theſe Adventurers. When I, who was only a poor Individual, could not obtain even a Boat's Crew to aſſiſt me, in taking his Majeſty's two Ships, Royal William and Diligente, to Spithead. I was obliged, myſelf, to get Men ſufficient to work them out, and moor them. It muſt be ſuppoſed a conſiderable Number were requiſite, when nearly 600 were actually aſſiſting in getting the Royal William again into Harbour after my Failure. Had I been fortunate enough to have met with ſuch Aſſiſtance as theſe Gentlemen received, they would never had any Trouble about this Matter, as undoubtedly, in that Caſe, I ſhould have ſucceeded, and, of Conſequence, prevented them from being ſo elated at the Beginning, and ſo diſappointed at the End of their ingenious Proceſs. Great, however, as their Pretenſions were, I will venture to ſay, no Agreement whatever was made at the Boards to aſſiſt them more than myſelf.——It is my Duty, however, to reſign myſelf to my adverſe Fate.

I would wiſh the two Plans, that of my own Invention, and the other, which is not the Invention of theſe great and affluent Adventurers,

Commiſſioner

Commiſſioner Hickes and Samuel Remmat, Eſqrs. to be fully inveſtigated, and ſtrictly examined, by the beſt Judges, by whoſe Deciſion I will chearfully abide. The one has been experimentally tried at Spithead, and found to be practicable and effectual for the Purpoſe; the other has proved the reverſe, although it muſt be allowed it looks very ingenious and pretty on a Table, or in a Cabin.

As theſe Projectors have in Public endeavoured to ſhew the Impracticability of my Plan, I truſt I ſhall not be thought either envious or malicious in ſaying, that I defy their Aſſertions, and will prove, either to themſelves, or Friends, that their Plan, or any Part of it, cannot be effectual or practicable at Spithead. I cannot help obſerving, that this Plan, of which Meſſrs. Hickes and Remmat availed themſelves, was offered me laſt Summer,* by a Mr. John Jackſon, who now declares himſelf the ſole Inventor, and that he is very ill-uſed, and would be glad to be concerned with me.

I will not longer tire the Reader's Patience, further than obſerving, that the Event of their Plan ſpeaks for itſelf. I muſt acknowledge they have been more fortunate than I was; for put-

* See Letter No. XXV.

ting travelling Charges aſide, a very ſmall Sum would refund the Money that has been really paid for their Operations. The honeſt Tradeſmen, and others, who ſupplied the Materials for their Apparatus, &c. and ſupported them thro' the whole, from the generous Payments they have received, will be the beſt enabled to aſcertain the Expences of theſe ingenious Gentlemen.

AFFIDAVITS

AFFIDAVITS

Referred to in the preceding Narrative.

A.

Borough of Portſmouth, in the County of Southampton.

WILLIAM TRACEY, of Portſmouth Common, in the Liberties of the ſaid Borough, and County of Southampton, Broker; John Brinehead, of the ſame Place, Ropemaker; Robert Stangroom, of Portſmouth, of the ſaid Borough, Maſter and Mariner; William Bell, of Portſmouth Common aforeſaid, Carpenter of his Majeſty's Ship Royal William; Thomas Wallace, of the ſame Place, Ship Builder; Joſeph Pink, of the ſame Place, Joiner; Edward Brine, of the ſame Place, Brazier; William Robertſon, of Goſport, in the ſaid County, Rigger; William North, of Portſmouth aforeſaid, Mariner; Richard Hoare, of Portſmouth Common aforeſaid, Victualler; Robert Green, of Portſmouth Common aforeſaid, Butcher; John Mc Daniel, Gunner

ner of his Majeſty's ſaid Ship Royal William; and Thomas Dorſet, Boatſwain of the ſaid Ship; and Jonathan Preſcott, of Goſport aforeſaid, Foreman of Riggers, ſeverally make Oath and ſay; and firſt, this Deponent, the ſaid William Tracey, for himſelf, ſaith, that having been employed, by Agreement with Government, to weigh and recover his Majeſty's Ship Royal George, he, this Deponent, on Thurſday the ninth Day of October laſt, being then on Board His Majeſty's ſaid Ship the Royal William, and it being then high Water, did clearly obſerve and ſee the Royal George move, and go a-head; and the Royal William and Diligente move and go a-ſtern, in one Body, upwards of thirty Feet from the Place where the Royal George lay; and that he, this Deponent, from Sunday the fifth Day of October laſt, to Monday the thirteenth Day of October laſt, at High Water, did actually perceive the Royal George to be quite lively, and on float, in the Bed ſhe lay; and this Deponent further ſaith, that he did not, at any Time, ſee the Cap of the Boltſprit, Jib boom, and Traveller, belonging to the Royal George, ſo far above the Surface of the Water before ſhe was ſo moved, as aforeſaid, as he did after ſhe was moved. And theſe Deponents, the ſaid John Brimhood and Robert Stangroom, for themſelves, ſeverally ſay, that theſe Deponents being on board his Majeſty's ſaid Ship the Royal William, and having

the

the Charge of the ſaid Ship, and of the Diligente, and of the Men on Board them reſpectively, under the Direction of the ſaid William Tracey, they, theſe Deponents, the ſaid John Brinehood and Robert Stangroom, on Sunday the fifth Day of October laſt, at the high Water, were alarmed by the People in the Ship, that the Royal George moved and ſwaddled in her Bed; whereupon, they, theſe Deponents, the ſaid John Brinehood and Robert Stangroom, on their reſpective Oaths, ſolemnly declare, that the Royal George was then very viſibly on float, and lively in the Bed ſhe lay; and theſe Deponents, the ſaid John Brinehood and Robert Stangroom, further ſeverally ſay, that at ſeveral high Waters, between Sunday the fifth Day of October laſt, and Monday the thirteenth Day of the ſame October, the Royal George was on float; and, that on Thurſday the ninth Day of the ſame October, they, theſe Deponents, the ſaid John Brinehood and Robert Stangroom, being then giving Directions to the Men who attended the Bits of the Royal William, a general Cry aroſe on Board the Royal William, that the Royal George was going a-head; at which Time, they, theſe Deponents, the ſaid John Brinehood and Robert Stangroom, obſerved, that the ſmall Bower Cable, which held the Ship to the Eaſtward, was very taught, whereas, before it was ſlackened; and they, theſe Deponents, immediately ſaw the Stoppers caſt off the ſmall Bower;

that

that the Royal William then went a-ſtern, and took Cable very faſt; that is to ſay, about five or ſix Fathoms of Cable, and then the Royal William ſtopped, and would not take any more Cable; and theſe Deponents, the ſaid John Brinehood and Robert Stangroom, further ſay, that on their going aft on the lower Deck, on board the Royal William, they obſerved, that about ſix Fathoms of Cable had been hove in by the Capſtane, on the Cable that moored the Royal William a-ſtern, which they, theſe Deponents, the ſaid John Brinehood and Robert Stangroom, knew was very taught before; and theſe Deponents, the ſaid John Brinehood and Robert Stangroom, further ſay, that they verily believe, that at the Time the general Cry was given as aforeſaid, the Royal George was moved upwards of thirty Feet, at the leaſt, to the Weſtward, from the Place where ſhe lay; and theſe Deponents, the ſaid John Brinehood and Robert Stangroom, further ſay, that they did not at any Time ſee the Cap of the Boltſprit, Jib-boom, and Traveller, ſo high out of the Water before the Royal George was moved as aforeſaid, as they did afterwards.——

And this Deponent, the ſaid William Bell, for himſelf, ſaith, that he being on board the Royal William, on Thurſday the ninth Day of October laſt, and having taken Marks and Obſervations by the Land, he, this Deponent, the ſaid William Bell, at about high Water, clearly obſerved and

ſaw

ſaw the Royal George, Royal William, and Diligente all move in one Body to the Weſtward, at the Time the People were heaving at the Capſtane for that Purpoſe; and this Deponent, the ſaid William Bell, for himſelf, ſaith, that for ſeveral Times, at high Water, between Sunday the fifth, and Monday the 13th Day of October laſt, the Royal George was lively and a-float in the Dock ſhe lay in; and this Deponent, the ſaid William Bell, verily believes, that the Royal George hath been removed thirty Feet a-head, at leaſt, from the Place where ſhe lay in, and ſaith, that he never ſaw the Cap of the Boltſprit, Jib-boom, and Traveller of the Royal George ſo high out of the Water before the Royal George was moved as he did afterwards.—And this Deponent, the ſaid Thomas Wallace, for himſelf, ſaith, that he being on board the Royal William, on Thurſday the ninth Day of October laſt, and having previouſly taken two Marks, or Obſervations, in a Parallel Line, with one Mark on the Shore, did clearly obſerve, that the Maſts of the Royal George did not, at the Time ſhe moved, as aforeſaid, ſeparate from the Royal William and Diligente; but ſaith, that all the three Ships moved in one Body together; and ſaith, that from Sunday the fifth, and Monday the thirteenth Days of October laſt, the Royal George was lively and a-float in the Bed ſhe lay in; and verily believes the Royal George hath

been

been removed, from the Place where ſhe lay in, thirty Feet a-head; and that he never ſaw the Cap of the Boltſprit, Jib-boom, and Traveller of the Royal George ſo high out of the Water before ſhe was moved as he did afterwards.——And this Deponent, the ſaid Joſeph Pink, ſaith, that he being on board the Royal William, on Thurſday the ninth Day of October laſt, obſerved that the Maſts of the Royal George did not ſeparate from the ſaid Royal William and Diligente, but that all moved in a Body together; and further ſaith, that from Sunday the fifth, and Monday the thirteenth Days of October laſt, the Royal George was lively and on float, in the Dock ſhe lay in, and verily believes the Royal George hath been removed thirty Feet a-head from the Place where ſhe lay in, and that he never ſaw the Cap of the Boltſprit, Jib-boom, and Traveller ſo high out of Water before ſhe was moved as he did afterwards.——And this Deponent, the ſaid Edward Brine, for himſelf, ſaith, that he hath made frequent Excurſions to Spithead, to ſee the Endeavours made in raiſing the Royal George, ſince the fifth Day of October laſt; that on Tueſday the ſeventh Day of October laſt, he ſtaid on board the Royal William to be convinced of the Fact as to the Royal George moving in her Dock; that he ſat himſelf down on the Fore-top of the Royal George, and obſerved a perpendicular and ſtarboard and larboard Motion,

Motion, ſufficient to convince this Deponent, that the Royal George was moved from the Bottom of her Dock; that he attended ſeveral Times at high Waters, and, in particular, on Wedneſday the eighth Day of October laſt, he paſſed from the Gangway of the Royal William to the Mainmaſt of the Royal George, and there obſerved the ſame Motions, if not greater, than the Day before, owing, as he ſuppoſed, to the Augmentation of the Spring Tides; that he alſo obſerved the Marks made on the Rails of the Quarter-deck of the Royal William, to an Obſervation on the Land, by which it clearly appeared that the Royal George had been moved about thirty Feet to the Weſtward.——And this Deponent, Ralph Robinſon, upon his Oath, ſaith, that he being on board the Diligente, on the ninth Day of October laſt, he took particular Marks by the Maſts of the Diligente and Royal George, and a Building in the Iſle of Wight, which he brought to his View in a parallel Line; that on the ſame Day, when the People in the Diligente and Royal William were heaving at the Capſtanes to move the Royal George, he clearly and diſtinctly ſaw the Maſts of the Royal George, Royal William, and Diligente, all move in one Body to the Weſtward; and ſaith, that the Royal George was moved to the Diſtance of its Breadth, or thirty Feet and upwards; and that for ſeveral high Waters, between the fifth and ninth Days of October laſt, he perceived the

Royal George was lively and on float in the Bed ſhe lay in.——And this Deponent, the ſaid William North, on his Oath, ſaith, that he being in a Boat on the ninth Day of October laſt, at the Jib-boom End of the Royal George, he clearly perceived and ſaw by the Motion of the Jib-boom that the Royal George was on float; that finding the People on Board the Royal William and Diligente beginning to heave at the Capſtanes, he was very attentive, and clearly ſaw the Royal George's Jib-boom and Maſts, the Royal William and Diligente, all move in one Body to the Weſtward; and verily believes, by the Marks he had obſerved on the Land, the Royal George was moved at leaſt thirty Feet to the Weſtward. And this Deponent, the ſaid Richard Hoare, on his Oath, ſaith, that he being on board the Diligente on the ninth Day of October laſt, and having the Charge of the People at the Bits, forward, he obſerved the Diligente to go a-ſtern, about ſix Fathoms, by the Cable he cauſed to be veered out, and ſaith it was utterly impoſſible for the Diligente and Royal William to go a-ſtern, without the Royal George going a-head, as the Cables were all hove taught in the Diligente and Royal William at the ſame Time; and ſaith, he verily believes the Royal George was hove a-head to the Weſtward thirty Feet and upwards.——And this Deponent, the ſaid Jonathan Poſtgate, on his

Oath,

Oath, ſaith, that he was on Thurſday the ninth Day of October laſt attending at the Capſtane in the Diligente, and that about ſix Fathoms of the Cable, which held the Diligente to the Weſtward, was hove in, and ſaith it was impoſſible for the Diligente and Royal William to go a-ſtern ſo far without the Royal George going a-head; and verily believes the Royal George to be moved thirty Feet to the Weſtward.——And this Deponent, the ſaid Robert Green, on his Oath, ſaith, that he was on board the Royal William on the ninth Day of October laſt, that he, by the Orders of the ſaid John Brinehood, caſt off the Stoppers forward in the Royal William, and that the ſaid Ship took about ſix Fathoms of Cable, and verily believes the Royal George to have gone a-head about thirty Feet to the Weſtward.——And theſe Deponents, the ſaid John M'Daniel and Thomas Dorſet, on their reſpective Oaths, ſay, that they, on the ninth Day of October laſt, attended the Capſtane of the Royal William below, and found upwards of ſix Fathoms of Cable to have been hove in; but they ſay, as they were below, they could not perceive by the Land whether the Royal George moved or not, but that they obſerved at the high Waters, between the fifth and thirteenth Days of October laſt, that the Royal George was lively and a-float in her Dock, and verily believes her to have been moved.

Signed

WILLIAM TRACEY,
JOHN BRINEHOOD,
ROBERT STANGROOM,
WILLIAM BELL.
THOMAS WALLIS,
JOSEPH PINK,
EDWARD BRINE, Junior,
RALPH ROBINSON,
WILLIAM NORTH,
RICHARD HOARE,
JONATHAN POSTGATE,
ROBERT GREEN,
JOHN M'DANIEL,
THOMAS DORSET.

Sworn at Portſmouth, in the ſaid County, the firſt Day of November, 1783, before me,

R. G. TEMPLE, MAYOR.

LETTERS.

B.

Copy of a Letter from the Honourable JAMES LUTTRELL.

Ganges, Portſmouth Harbour, 16th Dec. 1783.

SIR,

I Received your Letter of yeſterday's Date. I am glad to underſtand by it, that my Officers and Men gave you every Aſſiſtance in their Power for raiſing the Royal George, purſuant to the Orders of the Admiral and Admiralty.

The Support which Government gave you; the Stores which they allowed to be iſſued; the Ships and Men employed in that Service, ſtamps a Credit upon the Merit of your Plan, beyond that of my Opinion in its Favour. I freely confeſs I think the Defect was not in your Plan, but the Execution of it. I believe the ſame Mode of ſlinging the Royal George with Cables, properly ſtretched, for each to bear on equal Strains,

would raiſe the Royal George, if it was a *public Work*, that the Men might act under regular Diſcipline, to be able to heave all the Purchaſes taught in Time for the Tide. But an Individual, veſted with ſo little Authority as yourſelf, was not likely to carry command enough for the Exertions required of ſo many Men.—And your Geer was hardly ſtretched for your Purpoſe before you left off. And I believe that, with the Aſſiſtance you had, if the Attempt had been made earlier in the Year, you would have ſucceeded. Though I was often on Board the Royal William, I was not there when it was generally reported the Royal George had floated in her Bed. I underſtood, from the Report of my Officers and Men, when they came on Board from Work, that the Royal George was certainly moved in ſome Degree. I think you undertook too extenſive a Work for an Individual, and that the moving the King's Ship out of the King's Roadſtead ought to be the Buſineſs of the public Service.

Your Agreement will beſt ſhew how far Government have pledged themſelves to reimburſe you if you failed in your Undertaking. But, at the ſame Time, I am of Opinion, that your Attempt was meritorious, your Plan ingenious and practicable, and deſerving of Reward and Encouragement from the Public. Though Men improving on your Plan, and by it inventing another

ther and better, might make it improper to adopt your's the enſuing Seaſon.

I am,

SIR,

Your humble Servant,

JAMES LUTTRELL.

C.

Copy of a Letter from Capt. HUMPHREYS.

Southampton, Nov. 4, 1783.

SIR,

IN anſwer to your Letter, I am happy to aſſure you I ſhall, without Reluctance, relate, for the Satisfaction of any Body you wiſh, what I ſaw on Board on Thurſday the 9th of October, or at any other Period, if neceſſary, during my frequent Viſits to ſee your Operations at Spithead. What I relate you may know many on Board that heard me repeat; but, being a Stranger to all, I cannot ſay whom.

When the Cables a-head had been veered out, and the Men were heaving on the oppoſite ones a-ſtern, I was in the Quarter-gallery of the Royal William, and from the Object which I fixed my Eye on, I could diſtinguiſh clearly the Diligente gained conſiderably on it. At laſt, a Frigate, in particular, after loſing, by ſlow Degrees, the Port-

holes, &c. was quite out of my View. What led me to think that the Royal George muſt go likewiſe, was, that her Main-top lay along-ſide a Port-hole of the Royal William, and did not during the Time of my Obſervation change its Poſition.—Whether this may go far enough to prove the Points in Queſtion, thoſe that are better Sailors than myſelf may better judge; they, however, led me to be very ſanguine in my Expectations of your Succeſs; and I regret very much that your Diſappointments and Misfortunes occaſioned the Loſs of that Time and Opportunity which would, in all probability, have ſecured it.

I am,

SIR,

Your moſt humble Servant,

RICHMOND WEBB HUMPHREYS.

D.

Copy of a Letter from THO. SOUTH, Eſq; late High Sheriff of Hampſhire.

Boſſington, 1ſt November, 1783.

BELIEVE me, Mr. Tracey, of the numerous Spectators that your Undertaking invited to Spithead, no one looked on with more Anxiety, no one heard of your Misfortune with more Chagrin, or more ſincerely laments your Failure than myſelf,

myſelf, who ſcrutinized into, and obſerved all your Operations with a Degree of Pleaſure and Admiration unknown to others.——As the Poet ſays, "'Tis not in Mortals to command Succeſs," but, this I will aver, you deſerved it. Your Plan is both rational and philoſophical, and was in a great Meaſure well-executed; your Sweeps were laid down and fixed with judgment, would have borne twice the Weight of the Royal George; and your buoyant Powers were equal likewiſe to the Taſk of floating her. All this is manifeſt, becauſe you failed only in not having ſecured a more than ſufficient power of Falls to ſupport the Weight for a Continuance. I believe the united Strength of your Cables, drawing in ſingle Lines, to have been about one-third more than the Reſiſtance; whereas they ſhould have been more than double, for the different Angles they drew in muſt make it next to impoſſible they ſhould all ſtrain alike. I too well foreſaw, as I can bring Proof, the Calamity e'er it happened.

I rejoice to hear, that you are likely to undertake the Buſineſs afreſh. If properly ſupported, with the Experience you now have, there remains not a Doubt of Succeſs. That ſhe was actually on float on the Saturday, I would make Affidavit, for I ſaw the three aggregate Bodies move together with one uniform ſteady Motion. But you don't know the Nature of Cordage ſo well as I do, who have broken many Pounds worth of the beſt manufactured

manufactured Hemp London could produce, with dead Weights, and have found what muſt ſtrike you as the Caſe, " That a Rope, capable of ſuſpending a Ton to-day, breaks with it if it hangs to-morrow; for when, by the continued Strain, the Elaſticity of it is exhauſted, ſnap it goes. So that the Power ought at leaſt to be a Ton and an half to ſecure the Support of a Ton for a *fortnight*, particularly where the Swell of the Sea may cauſe the Action to be unſteady.

As I ſtill ſurvey your Prints with Pleaſure, in full Aſſurance that the Buſineſs, in ſome future Day, will be effected as there deſcribed, I will deſire you to ſend me the other plain and the coloured one, by the Goſport Coach, to the Bell, at Romſey, where my Servant frequently goes with Parcels to my Son, who is now at the Royal Academy, and ſhall have a Commiſſion to pay you what remains due for the Prints when I receive them. I truly wiſh you Succeſs in the Spring, and am,

SIR,

Your's, &c.

THOMAS SOUTH.

P. S. Let me deſire you to mark in the Plan, as nearly as poſſibly you can, the Cables that gave way.

Copy

E.

Copy of a Letter from Lieut. EDGE, of his Majeſty's Ship Goliah.

Goliah, 24th January, 1784.

SIR,

YOUR Letter of the 13th of this Month I got only to Day, being on Leave of Abſence, with the Print you mention, which I am very much obliged to you for, and will keep it as a Remembrance of that great Undertaking you took in hand laſt Year. The little Aſſiſtance I could poſſibly be to you, you were very welcome to: I wiſhed it had been in my Power to have been more ſo. With regard to the Royal George being moved in her Bed, I am well convinced ſhe was ſo; and had the People you employed exerted themſelves, and the Weather had not proved ſo bad, I am of Opinion you would have ſucceeded.—Nothing was wanting on your Side.—You made every Exertions Man could do. I make not the leaſt Doubt but you will ſucceed, if employed on that Buſineſs, in the Spring.

I am,

SIR,

Your's, &c.

WILLIAM EDGE.

Copy

F.

Copy of a Letter from Lieut. RIOU, of his Majeſty's Ship Ganges.

Portſmouth, 7th February, 1784.

SIR,

I Acknowledge the receipt of your Letter of the 18th of January laſt; and in Anſwer to which, if it will be of any Service to you to know my Opinion concerning the weighing of the Royal George, I will give it you truly, becauſe the Theory of your Plan, together with ſo much of the practicable Part as lay in your Power, appeared to me to be founded on Judgment, and worthy the Support of every Individual, but particularly that of the Officer, who could with a little Attention and Trouble to himſelf and Ship's Company, be of infinite Service to you and your Undertaking. What I have maintained to every Body with whom I have converſed on the Subject of the Royal George, I now mention to you: It is my firm Belief, that had you had a ſufficient Number of Men on the Spot ready to all Calls, and under the Order and Diſcipline of Naval Officers, alſo co-operating with you, and on your Principles, the Royal George would have been weighed. Inſtead of which, during the few Nights that I was on board the Royal William, on which Time, as I underſtood from you, you

ſo

ſo chiefly depended, as to call it your laſt Effort, and for which Reaſon I attended with ſeventy Men, I remarked, that the total Want of Obedience, good Order, and Diſcipline, together with a Scarcity of Men, was the only Thing, in my Opinion, which fruſtrated your grand Undertaking. I lamented it at that Time, not chiefly on your Account, but for public Motives. And I do verily believe, that the Royal George was moved in the Bed ſhe lay; and had it been a plain Surface, inſtead of the hollow Bed, out of which you had to move her, your Attempt, in ſpite of the Want of Diſcipline, &c. before-mentioned, would have proved ſucceſsful.

I am,

SIR,

Your's, &c.

EDWARD RIOU.

G.

Copy of a Letter from Lieut, SHORT, of the Goliah.

Goliah, 7th Feb. 1784.

SIR,

YOUR Letter, with the incloſed Print, I received, for which I return you my Thanks. As to the little Aſſiſtance I was to you in that very arduous Undertaking of your's, you are welcome

welcome to, and I wiſh it had laid in my Power to have been more ſo, as I am convinced that great Attempt only failed for want of proper Officers and Men to ſecond your unremitting Attention. I am well convinced the Royal George was moved, and was very ſorry when the Gale came from the S. E. Had it not come on, I think you would have been able to have moved her into ſhoal Water before the Winter Seaſon was too far advanced. I have only to add, that ſhould the Attempt be made again, I wiſh it may be put in your Hands, as I am certain, no Perſon would pay more Attention, and none, in my Opinion, more deſerving; and, with proper Aſſiſtance, I doubt not but you will ſucceed.

I am,

SIR, &c.

J. SHORT.

H.

Copy of a Letter from Lieut. WHEATLEY, of the Goliah.

January 3d, 1784.

SIR,

I HAVE received your Letter of the 16th Inſtant, wherein you have aſked me to acknowledge, providing I ſaw the Royal George to move or ſally in her Dock or Bed, when on Board of

of you the 9th of October. I could perceive her both to ſally and lift; and, if proper Aſſiſtance had been given you, your Purchaſe, in my Opinion, muſt have anſwered your Expectations. It was very unfortunate the Wind, on the 11th and 12th, blowing ſo intenſely from the S. E. which occaſioned ſome of your foremoſt Cables giving Way that you ſo much depended upon, and put it, of courſe, paſt all Hopes of raiſing her before others were ſubſtituted.

I am,

SIR, &c.

FRANCIS WHEATLEY.

I.

Copy of a Letter from Lieut. WHITE, late of his Majeſty's Ship London.

Portſmouth, 10th Jan. 1784.

SIR,

I Received your Note of yeſterday's Date, and have to acquaint you, that the little Service I could poſſibly render to you, on your great Attempt to weigh and recover his Majeſty's Ship Royal George, you are welcome to. I think I ſhould have done no more than my Duty, had it been in my Power to have done much more.

As

As to the Royal George, I am conſcious to myſelf of her being on float on the 6th, 8th, and 9th of October laſt: On thoſe Days, at the high Waters, I ſtepped from the Royal William's Gunwhale on the head of the Royal George's Mainmaſt, where I felt, and perceived a perpetual Motion, and, at different Periods, I felt the Royal George to ſtrike on the Ground. I went from thence on the Head of the Foremaſt, where I found the Motion to be much greater, which convinced me of her being a-float in her Dock. I went on Board ſeveral Times to view your Operations, &c. which I think were well founded, but your Men wanted to be under more Diſcipline on ſuch a heavy Undertaking. I was not on Board the Morning it was generally reported that the Ships were gone to the Weſtward, but was ſhortly after. By my Marks, which I had previouſly taken on the Iſle of Wight, I found they were altered by the Ship's moving ſome little Diſtance to the Weſtward, as alſo canted a little to the Northward. I was alſo glad to find you had 38 Feet of your Stern Cables in, which was a convincing Proof of her having been moved. I am ſorry the Gale ſhould come and increaſe ſo hard from the S. E. as I was fully perſuaded, you would have removed the Ship into ſhoal Water, with a proper Aſſiſtance of Men; but you could not half man your Capſtane; 137 were too few a Number. If Government would think proper

to

to employ you again in the Spring with proper Officers, and a ſufficient Number of Men, make no Doubt but you will ſucceed.

I am, &c.

THOMAS WHITE.

K.

Copy of a Letter from Lieut. WHITAKER.

Portſmouth, Jan. 10th, 1784.

SIR,

ON the Receipt of your's, of the 9th Inſtant, I muſt, in Anſwer thereto, acknowledge, that being on board the Royal William on Wedneſday the 8th, and Thurſday the 9th of October laſt, to view the Operations carrying on by you for the recovering his Majeſty's Ship Royal George; that on the high Water of theſe Days I obſerved the Royal George to be in Motion, and on float, and am of Opinion ſhe was moved to the Weſtward, ſome ſmall Diſtance from the Place where ſhe firſt lay. I am ſorry it came on to blow ſo hard, otherwiſe I have no Doubt but you might have ſucceeded in your Attempt; and if you attempt it again, I ſincerely wiſh you Succeſs.

I am,

SIR, &c.

JOHN WHITAKER,

Lieutenant in his Majeſty's Navy.

L.

Copy of a Letter from Mr. HUGH FALCONAR, late Lieutenant of his Majeſty's Ship Bedford, now belonging to his Majeſty's Ship Ganges.

Ganges, Portſmouth Harbour, 10th Feb. 1784.

SIR,

WHEN your Note came on Board, I was on Shore, otherwiſe would have anſwered it by the Bearer. I was extremely ſorry, as were all the Officers of the Ganges, to ſee the Wind come on ſo foul from the S. E. on the Saturday, 11th October, in the Afternoon, and its continuing ſo to do all Night and Sunday. As to the Royal George being lively and a-float in her Bed, at the high Water, from Monday the 6th of October to Saturday Noon, 11th October, I am very well convinced and poſitive of; and believe to have been moved ſome ſmall Diſtance to the Weſtward, on Thurſday the 9th, when it was generally reported ſhe was moved. But being between Decks, in the Royal William, at the fore Capſtane, which was entirely manned by the Ganges Men, and under my command, I could not ſee by the Land to any particular Diſtance; but this much I am certain of, that ſeveral Fathoms of Cable were hove in, which moved the Royal William

William to the Weſtward. I lament your Failure, as I was very ſanguine of your having Succeſs; and if you attempt it again, I have little Doubt of your Succeſs, provided you have proper Help, and the People to be victualled on board the Ships.

I am, &c.

HUGH FALCONAR.

M.

Copy of a Letter from Mr. Wm. Frost, late Lieutenant of his Majeſty's Ship Egmont.

Goliah, 7th Feb. 1784.

SIR,

I Received your Note: in Anſwer to which, I am happy to have it in my Power to certify, if neceſſary, that on my being ſent from the Goliah, on Sunday the 5th Day of October laſt, when about high Water, I moſt diſtinctly obſerved the Royal George to move, and ſwaddle in her Dock or Bed. And, that on Thurſday the 9th of October following, did more diſtinctly ſee the Royal George on float, or lively in her Dock. At ten at Night I went under the Jib-boom, and ſaw an Officer get on the Boom, but could not keep his Seat ſhe jumped ſo hard. I verily believe you

moved her in ſome Degree to the Weſtward.—I was very unhappy, as were all our Officers, to ſee the Wind come on ſo freſh at S. E. when you were ſo precariouſly ſituated. I think it a thouſand Pities you had not the Men to lay on Board a few Nights before, to have hove your Purchaſes down at the Morning Low Water, as I think there would have been but little Doubt of having moved the Ship. I wiſh you every Succeſs, and fine Weather for your next Attempt,

And am, &c.

WILLIAM FROST.

In

IN Addition to the preceding Teſtimonies in my Favour, I flatter myſelf I ſhall be pardoned for mentioning the following Circumſtance, as a further Proof of my having actually moved the Royal George. The Fact can, if neceſſary, be atteſted by reſpectable Evidence. The Abilities of the Gentleman I allude to, in his Profeſſion, are unqueſtionable, *and, in the preſent Caſe, his Veracity will hardly be doubted.*

When it was known the Royal George was moved, it conſequently became the general Topic of Converſation. At one of them, Mr. Gilbert was heard to declare, he had taken particular Marks to bear with one of the Maſts of the Royal George, and by his ſubſequent Obſervations, he ſaid, he was convinced ſhe had been moved fifteen or ſixteen Feet to the Weſtward, as far as he could judge, by the Diſtance, which was about four Miles.

On receiving ſo agreeable an Information from ſuch a Quarter, I took the earlieſt Opportunity of waiting on Mr. Gilbert, and accoſted him in the Dock-yard. I enquired of him, if he had taken Marks, and was ſenſible of the Ship's being

moved. He anſwered me, he had, in the Manner above related; and candidly acknowledged the ſame before two Captains of a Man of War, and ſeveral other Gentlemen.

A few Days after my Failure, Admiral Pigot, one of the Lords of the Admiralty, came down to ſee the State in which the Royal George lay. I had wrote to the Right Honourable Board on the 14th and 16th of October.* Before I had an Opportunity of receiving an Anſwer, Mr. Gilbert, ſorry am I to ſay it, not only deprived me of the Advantage of the Poſition of the Ships; but ſent a Number of Officers and Men to caſt off the Cables, Geer, &c. which was done in ſuch Confuſion as put it paſt my Power to take up the moſt valuable Part of his Majeſty's Stores, the Cables, Chains, &c. Of theſe I had taken the moſt particular Care, and had the Precaution of keeping a proper marked Tally to each Cable's End, by which Means I could have taken them up one after another, as I had put them down, and placed them in my Operations. Thus I ſhould have ſaved Government ſome thouſands of Pounds, which were loſt by a wanton Act, not more detrimental to the Public than oppreſſive to an Individual.

As I have already obſerved, a very few Days after Mr. Gilbert had thus publicly declared his certainty

* See Letters No. XIV. XV.

certainty of the Royal George being moved, I was ordered by Admiral Pigot to meet him at Spithead, in order to ſee the State and Condition of the Royal George. The Admiral was accompanied by Mr. Gilbert and Mr. Moſely, the two Maſter-attendants. On having viewed the Wreck, the Admiral aſked me many Queſtions, reſpecting the Ship being moved, and the Practicability of raiſing her, &c. My Anſwers were according to the ſtricteſt Truth. Among other Authorities, I mentioned that of Mr. Gilbert, and to him I referred the Admiral for Information. That Gentleman, however, refuſed me, in this Reſpect, common Juſtice; for, inſtead of giving a poſitive Anſwer, he made equivocal Evaſions, by aſſerting, in the general, that my Plan was inadequate to the Purpoſe; that, ſuppoſing I had got her away, I could not carry her in Shore; that poſſibly his Marks were altered by the Royal William and Diligente being hove to the Weſtward, and the Royal George left behind, with many other Reflections unjuſt and uncharitable; Reflections I by no Means deſerved, and which could ſerve no Purpoſe but that of prejudicing the Admiral againſt me. I told himſelf, plainly, his Aſperſions were uncandid and untrue. But againſt Mr. Moſely I do not reflect: he ſpoke nothing to my diſpraiſe, nor did he make an oſtentatious Attempt to prove an Improbability,—for it was morally impoſſible for the two Ships to move to the Weſt-

ward without the Royal George, in the Manner all were hove and ſecured into one Body.* Let me aſk any reaſonable Perſon, who knew the Situation in which the Ships were, if there was the leaſt Shadow of Poſſibility that the Royal George could be left behind? Will Mr. Gilbert aſſert ſeriouſly the contrary? No: nor can he deny, that on Thurſday the 9th of October, when on the Quarter-deck of the Royal William, an Hour or more before high Water, he then perceived the Royal George was lively and off the Ground, and actually ſaid ſo to me.—" I believe," ſays Mr. Gilbert, " you will get her away; but I would adviſe you not to attempt getting her a-ſhore to the Northward, but to carry her down, out of the Anchorage Ground, in the deep Water of Stoke's Bay, and leave her there. He was certain Government would be well ſatisfied with my Conduct, and would amply reward me."—He added a deal more to the ſame Purport. I then obſerved to him, that I had Anchors and Cables ready arranged; that the Truelove was loaded with ſeveral ſixteen-inch Cables for the Purpoſe, and I ſhould endeavour to get the Royal George in on the Hoſpital Shore. He then ſaid, " if I wanted any Thing from the Yard I ſhould have it;"—but he never realized his friendly Profeſſions.

* See the Affidavits, Captain Humphrey's and Mr. South's Letters.

ſeſſions. This Offer was made on the Thurſday preceding that Saturday, when the Gale unfortunately happened. The next Intelligence I had of his *good Intentions* towards me, and to his Country's Intereſt, was, his ſending, when in the midſt of my extreme Diſtreſs and Danger, a Veſſel, and taking away from me the twenty Riggers and four Boatſwaines, at a Moment's Warning. I have already remarked, this was the only Aſſiſtance I had from his Department.

I could recount many other diſtreſſing and aggravating Circumſtances; but, I preſume, ſufficient Proof has already been given of Mr. Gilbert's having abuſed the Power with which he was entruſted. Had he had private Views to gratify, his extraordinary Conduct might be accounted for; but as it is, no Ingenuity can deviſe the Motives by which he was actuated, nor the moſt Benevolent frame an Apology for a Man who has thus betrayed the Confidence of his Country, and occaſioned the Ruin of an Individual and his Family.

LETTERS

REFERRED TO IN THE

STATEMENT OF FACTS, &c.

No. I.

Copy of a Letter to Lord Viſcount KEPPEL.

Sept. 1782.

MY LORD,

HAVING this Day waited on the Navy Board, thinking it the proper Place to apply, and meeting the Approbation of Commiſſioner Hunt, who adviſed me to wait on your Lordſhip, to give in a Plan of my Invention, in order, ſhould it meet your Lordſhip's Approbation, to weigh and get up the unfortunate Ship, the Royal George, in her now State; and relying on your Lordſhip's Goodneſs in giving my Plan an equal Privilege of being examined into, with others that I find have been laid before your Lordſhip for that Purpoſe; and though, my Lord, it might

ſeem

ſeem ſimple in ſome Reſpects, I could venture my Life, with Safety, on the Event of getting her up; and as I would not deſire a Farthing for my Trouble in arranging every Thing neceſſary for getting her up, unleſs it fully ſucceeded; and as the Expence would be very trifling, except Men, which would be but little, as Ship's Men would be the moſt proper People to aſſiſt in weighing her.

I remain,
My Lord,
Your Lordſhip's, &c. &c.
WILLIAM TRACEY.

No. II.

Copy of a Letter from the NAVY BOARD.

Navy Board, 7th Jan. 1783.

Mr. TRACEY,

WE deſire you will attend us here on Tueſday next, and are,

Your affectionate Friends,
CHARLES MIDDLETON,
J. WILLIAMS,
GEORGE MARSH.

Copy

No. III.

Copy of a Letter from the NAVY BOARD.

Navy Office, 21ſt May, 1783.

Mr. TRACEY,

WE have received your Letter of yeſterday's Date, and for the Reaſons you have given, we have ordered Portſmouth Officers to let you have the Diligente and Royal William, inſtead of the Dragon and Warſpite, to raiſe the Royal George.

We are,

Your affectionate Friends,

CHARLES MIDDLETON,
E. HUNT,
G. MARSH.

No. IV.

Copy of a Letter from the NAVY BOARD.

Navy Office, 2d July, 1783.

Mr. TRACEY,

WE have received your Letter of the 29th paſt, and acquaint you, that we have ſent a Copy thereof to the Officers of Portſmouth Yard, with Directions to give you ſuch Aſſiſtance as they can, conſiſtent with the King's Service; but

but we cannot put a Stop to carrying on the Service of the Port to aſſiſt you.

We are,

Your affectionate Friends,

CHARLES MIDDLETON,
J. WILLIAMS,
GEORGE MARSH.

No. V.

Copy.---To the COMMISSIONERS of the NAVY.

Portſmouth, 29th June, 1783.

GENTLEMEN,

I AM ſorry to be under the real Neceſſity of troubling the Honourable Board again; but, having the Honour to acquaint you, that I have, with great Trouble and Expence, fitted the Royal William and Diligente, for the Purpoſe of attempting to weigh the Royal George, ſafe moored at Spithead; and having likewiſe prepared and got all the Purchaſe Cables and Tackle fixed ready to lay down round the Wreck, and nearly all the Stores and Rafts, and every Thing neceſſary for the Purpoſe at Spithead; and having about two hundred Men that I cannot keep employed to Advantage, for Want of ſome Purchaſe Veſſels to aſſiſt me in fixing the Tackle round the Wreck, and heaving

heaving the Purchaſes taught, I therefore moſt humbly pray, that your Honourable Board will be pleaſed to order me the Uſe of two of the unrigged mooring Lighters, with Capſtanes, for a few Days, as it is entirely impoſſible for me to proceed on the Undertaking without ſuch Aſſiſtance; and as it is likewiſe impoſſible for me to hire ſuch Craft, there being none of the Kind at Portſmouth, but thoſe belonging to his Majeſty, moſt humbly truſt the Honourable Board will take it into Conſideration, and grant my real neceſſitous Requeſt. I have the Honourable Commiſſioner and Maſter-attendants leave to acquaint the Honourable Board of my Diſtreſs. Thoſe Veſſels, the Maſter-attendant, Mr. Gilbert, ſays, are chiefly now employed in getting the Stores out of the Ships going to be paid off; and had not my Lord Hood's Fleet arrived at this Juncture, the Maſter-attendant had promiſed to let me have two ſuch Veſſels for the above Purpoſe; but now he ſays, he cannot, without an Order from the Honourable Navy Board, as they are wanted to bring Stores on Shore, and to take up the Ship's Anchors, &c. &c. I take the farther Liberty to acquaint the Honourable Board, that I have ſlung the Sloop that was ſunk along-ſide the Royal George at the Time ſhe went down, but I fear I ſhall not be able to weigh her up without the Aſſiſtance of two Lighters; and, as the Sloop now lays, it is not in my Power to fix the Purchaſe Cables to the Royal George,

George, till the Sloop is taken out of the Way, which I am certain of doing, as ſoon as I have a Lighter or two; I flatter myſelf of being able to acquaint the Honourable Board of having every Thing entirely fixed and ready for Trial in about a Fortnight, when I farther hope, on the Day of Trial, that the Honourable Board will be pleaſed to order me the Aſſiſtance of Men for that Day, from his Majeſty's Ships and Ordinary, &c. and as I have ſpared no Expence in making the moſt eſſential Preparations for the Purpoſe, moſt humbly hope ſtill to meet the Honourable Board's Countenance and Pardon for this Liberty.

And am,

Honourable Gentlemen,

Your moſt humble Servant,

WILLIAM TRACEY.

No. VI.

Copy of a Letter to PHILIP STEPHENS, Eſq;

Portſmouth, 5th July, 1783.

SIR,

PLEASE to acquaint their Lordſhips, that I have taken every poſſible Means in my Power effectually to prepare every Thing in Readineſs, to make the Attempt to weigh the Royal George, which would have been nearly ready for the Attempt by

this

this Time, had I been ſo fortunate as to have been ſupplied with Lighters to have laid down and hove taught the Purchaſe Cables round the Wrecks, as they have been ready to lay down theſe twelve Days paſt; and by which I have not been able to employ my People to Advantage, although I am obliged to pay and victual them at a heavy Expence, as I hire them by the Month, and pay them weekly; and, after making Application to the Navy Board for two Lighters only, the Navy Board ſent Orders to the Officers at Portſmouth, to give me what Aſſiſtance they could, conſiſtent with the Service, as I was told; but I could not obtain but one, which is not ſufficient for ſo heavy a Work; and I cannot, with Safety to the Undertaking, proceed without one more unrigged mooring Lighter, as there is no Poſſibility of hiring any ſuch Kind of Veſſels here; that I pray their Lordſhips Interpoſition in my Favour, as I have been at a very enormous Expence in rigging and fitting out the Royal William and Diligence, and making the other neceſſary Preparations, &c. and I am ſtill in Hopes, with the Aſſiſtance of a Lighter or two more, to have all Things ready by the next Spring Tides, Weather permitting, to make the Operation; that I farther beg their Lordſhips Indulgence, of granting my Brother, Mr. Thomas White, one of the Lieutenants on board the London, ſhould it be conſiſtent with the Service, Leave to be at Portſmouth at the Time to aſſiſt me, he having

having offered his Services; and is a Perſon of Abilities, and in whom I can place a Confidence, it will be of eſſential Service to me. I am, Sir, begging your's and their Lordſhips Indulgence and Condeſcenſion, in granting my real Neceſſities,

Your moſt obedient, &c.

WILLIAM TRACEY.

No. VII.

Copy of a Letter from PHILIP STEPHENS, Eſq;

Admiralty Office, 8th July, 1783.

Mr. WILLIAM TRACEY,

HAVING read to my Lords Commiſſioners of the Admiralty your Letter of the 5th Inſtant, ſetting forth your Want of the Aſſiſtance of another Lighter, in your Attempt to raiſe the Royal George: I am to acquaint you, that their Lordſhips have ſent your ſaid Letter to the Navy Board, that they may give ſuch further Directions as to them ſhall appear neceſſary.

I am,

SIR,

Your humble Servant,

PH. STEPHENS.

No. VIII.

Copy of a Letter to PHILIP STEPHENS, Esq;

Portsmouth, 24th Aug. 1783.

SIR,

I Thought it a Duty incumbent on me to acquaint you, for their Lordships Information, that I had most effectually secured all the Cables round the Royal George, in their proper Places, and that the Ships, and every Preparation, are ready for the Attempt to weigh her; and that, Weather permitting, I hope to make Trial the latter End of next Week. And, at the same Time, to solicit their Lordships Indulgence of giving Admiral Montagu Leave to let me have the Assistance of Seamen from the Ships at Spithead for that Purpose, being well informed, that the Admiral and Captains wish to assist me.

I am, &c.

WILLIAM TRACEY.

Copy

No. IX.

Copy of a Letter to the CONMISSIONERS of the NAVY.

Portſmouth, 24th Aug. 1783.

Honourable Gentlemen,

I TAKE the earlieſt Opportunity to acquaint your Honourable Board, that all the Cables are effectually ſecured in their proper Places round the Bottom of the Royal George; and that the Ships and all other Preparations are ready to raiſe her, Weather permitting, this Week; and as I have been at an immenſe Trouble and Expence, beyond what I ever could have expected, moſt humbly truſt to meet your Honours Approbation and Aſſiſtance with Men for the Trial. Admiral Montagu's Officers came off to me, and acquainted me, the Admiral wiſhed to give me ſome Aſſiſtance from the Ships at Spithead, provided he had an Order for the ſame; and that I ſhould acquaint your Honourable and the Admiralty Boards, which I hope will meet your Honours Approbation, as the Ships at Spithead are ſo handy to work.

And am,

Honourable Gentlemen,

Your, &c.

WILLIAM TRACEY.

No. X.

Copy of a Letter from PHILIP STEPHENS, Eſq;

Admiralty Office, 25th Aug. 1783.

Mr. TRACEY,

I HAVE communicated to my Lords Commiſſioners of the Admiralty your Letter of yeſterday's Date, requeſting, as every Preparation is ready to make the Attempt to weigh the Royal George, that you may have the Aſſiſtance of ſome Seamen from the Ships at Spithead. I am commanded by their Lordſhips to acquaint you, that they have ſent your ſaid Letter to Admiral Montagu, and have given him Permiſſion to comply with your Requeſt, if he has no Objection thereto.

I am, &c.

PH. STEPHENS.

No. XI.

Copy of a Letter from the NAVY BOARD.

Navy Office, 25th Aug. 1783.

Mr. TRACEY,

IN Anſwer to your Letter of yeſterday, we acquaint you, we have ſubmitted to the Lords of the Admiralty, whether Admiral Montagu may not

not be directed to aſſiſt you with what Men can be ſpared from the Ships at Spithead and Portſmouth.

And are,

Your affectionate Friends,

CHARLES MIDDLETON,
J. WILLIAMS,
GEORGE MARSH.

No. XII.

Copy.---Memorandum from Mr. GILBERT, Maſter-attendant.

THE Maſter-attendant acquaints Mr. Tracey, that he has Directions from the Commiſſioners to lend him twenty Riggers and four Boatſwaines, on the Day he ſhall make an Attempt to weigh the Royal George; therefore, requeſts he will ſend for them on that Day, as they will be kept in Readineſs for that Purpoſe.

J. GILBERT.

6th Oct. 1783.

No. XIII.

Copy of a Letter to COMMISSIONER MARTIN.

Royal William, Spithead, 12th Oct. 1783.

SIR,

THE Maſter-attendant having ſent a Veſſel, and taken away the Riggers and Boatſwaines, and as to-morrow we mean, if Weather permits, to heave all down at low Water, and to ſtart the Salt Water, in Order to heave the Royal George over the Bank of her Dock, and as at that Time it will be almoſt impoſſible to do without them, hope you will be pleaſed to let them, or if more agreeable, to let one of the mooring Gangs come off this Evening, to be in Readineſs at five o'Clock to-morrow Morning, as the Seamen are ordered by the Admiral to attend at that Time.

I am ſorry to inform you, that the Lighters which had two Cables to each of them to weigh on the Royal George, one a-head, the other a-ſtern, by the great Sea, occaſioned by the Wind blowing hard from the S. E. the oldeſt, which was in a very rotten Condition, and after uſing every Means in our Power, ſunk to the Southward of us; the other we had the good Luck to get on Shore near the Kicker Point, having ſtarted a Butt under a Rider, which we cut away, but could not ſtop the Leak,

Leak, ſhe ſtruck againſt the Top of the Boltſprit, endeavouring to get her clear of the Ship. Hope you will excuſe my not waiting on you, as I cannot leave the Ship in my preſent Situation.

And am,

With due Reſpect, &c.

WILLIAM TRACEY.

No. XIV.

Copy of a Letter to PHILIP STEPHENS, Eſq;

Oct. 14, 1783.

SIR,

PLEASE to acquaint my Lords Commiſſioners of the Admiralty, that I had compleated the Preparations for the weighing the Royal George, and had properly moored the Ships along-ſide for that Purpoſe, got all the Purchaſe Cables into their proper Places, and hove on them ſo as to bear alike; when, on Sunday the 5th Inſtant, it blowed freſh from the S. W. The Royal George was, at High Water, obſerved to be in Motion, and appeared to be a-float in the Dock ſhe lay in.—When the Weather became more moderate, I began to heave and ſtrain the Cables to get the Stretch out of them. The Tides falling out late, I could only take the Advantage of the Night's high Water, which I thought dangerous; but at

the different Heavings, hove her a-ſtern about ſix Fathoms, ſo as to bring the under Part of the Cap of the Boltſprit entirely out of Water. At low Water alſo, the two Travellers which were on the Jib-boom, and which had, never ſince ſhe ſunk, been perceived ſo high out of the Water. As the higheſt Tide was expected on Sunday laſt, I thought to have made the great Attempt, and ſtart all the Water that was in Caſk, and uſe every Means to heave her over the Bank, clear out of her Dock, which I made no Doubt of effecting; but, unfortunately, on Saturday Afternoon, it came on to blow hard from the S. E. which hove in a great Sea, ſtill increaſing in the Night, and then continued blowing hard all Sunday. The Royal William was in Danger of carrying away the Maſt of the Royal George, and getting on the Wreck; but, by every Exertion in my Power, thank God, all remained ſafe, except the breaking of ſix dependent Cables forward, three in the Royal William, the ſame Number in the Diligente, alſo 4 fourteen-inch Cables, that the two mooring Lighters were moored to. I had alſo the Misfortune to loſe one of them, which was very old, and in a rotten State; the other, with Difficulty, I got got ſafe a-ſhore in Stoke's Bay, in the Night, and have ſince got her ſafe into the Harbour, with the Stores that were in her. As it was impoſſible to ſubſtitute the Cables broke, to be in readineſs for theſe Spring Tides, I thought it moſt prudent

to

to uſe every Effort to weigh the Ship with the remaining Cables, and had appointed to heave both Ships taught down, at low Water; on Monday Morning at five o'Clock, and ſtart the Water, &c. at four o'Clock. I made the Signal for that Purpoſe, with three Lights at the Enſign Staff, and for the Aſſiſtance of a Number of Seamen; but, unfortunately, ſome of them did not come on Board till ſix o'Clock, and ſome not till nine or ten, and then the total Number of Seamen at laſt, that were on Board from the different Ships, were only 137, to man the two Capſtanes in each Ship, 20 Riggers, and 12 Caulkers from the Dock-yard, excluſive of my own People; and with that little Aſſiſtance hove all down in the beſt Manner in my Power, and ſtarted the Water to the Quantity of ſeven or eight hundred Tons. Sometime before high Water, perceived the Royal George to be a-float forward, and ſhe remained ſo for a conſiderable Time, till two other Cables broke on board the Diligente, one on the Larboard Bow, the other in the Starboard Gun-room Port, which made the Royal George ſettle down again in her Dock, and put it paſt Hope of again moving her till three Pairs of Sweeps are laid down, to ſubſtitute thoſe that are broke, which could be effected in the Courſe of ten or twelve Days, Weather permiting, and with proper Aſſiſtance, as the Ships and Stages, with Caſks and other Apparatus, are on the Spot, which I could chearfully undertake to effect.

effect. Except the hindrance of Weather, I have not, nor is there a Doubt of weighing the Ship. I am under the diſtreſſed Situation of acquainting their Lordſhips, that it is not in my Power to be at that very heavy Expence, having already advanced above 3000l. and thereby greatly diſtreſſed myſelf and Friends, who have ſupported me thro' this long and heavy Undertaking. And let me aſſure their Lordſhips, but for a few Enemies, the raiſing the Ship would have been effected two Months ago; and as I have moſt ſtrictly performed ſo far what I undertook, even to put it out of the Power of my Enemies to deny, by bringing my Cables and other Apparatus to bear in their proper Places, for every Thing having holden faſt and ſecure below, nothing in the leaſt having given Way, for every Thing broke far above the Royal George's Bottom, therefore I intreat their Lordſhips will be pleaſed to conſider the Accident as an Act of Providence, and owing to the Storm coming on ſo critical at the Moment all was ready for the Puſh, and not to any Imprudence or Neglect of mine. I truſt their Lordſhips will take my hard Caſe into their Conſideration, and order me Cables to replace thoſe that are broke, Craft, and Seamen to work and remain on Board the two Ships, under the Direction of two Lieutenants, with victualling for the ſame, and what other Articles may be found neceſſary to aſſiſt; and then I ſhall not have the leaſt Doubt of raiſing the Ship

the

next Spring Tides, notwithſtanding the advanced Seaſon, Weather permitting, and thereby of convincing Mankind that this Country's Power in Maritime Affairs exceeds the whole World.—— I again beg to repeat, that there is not a Doubt of my Succeſs, if their Lordſhips will be ſo kind as to give me a helping Hand. I refer their Lordſhips to the Admiral and Commiſſioner for my Conduct and Attention, &c. during the arduous Undertaking, and to whom I acknowledge the greateſt Obligations for the Kindneſs and Services they have at all Times done me.

And am,

Your moſt obedient Servant, &c.

WILLIAM TRACEY.

No. XV.

Copy of a Letter to PHILIP STEPHENS, Eſq;

16th Oct. 1782.

SIR,

PLEASE to acquaint their Lordſhips, in Addition of my laſt of the 14th Inſtant, if they will indulge me with 400 Men, and victual the ſame, and appoint two commiſſioned Officers, one in each Ship, to hoiſt a Pendant, that the Men may be under proper Diſcipline; and, upon the grand

Day

Day of Trial, order as many Men as may be found neceſſary to aſſiſt,—(if I am ſucceſsful, will have no Objection to ſettle with Government for the Wages and Victuals), I will undertake, and am certain to raiſe the Royal George; this there cannot be a Doubt of, as ſhe was actually raiſed from the Ground, and is now upright.

I am, &c.

WILLIAM TRACEY.

No. XVI.

Copy of a Letter to the NAVY BOARD.

Portſmouth, 22d Oct. 1783.

GENTLEMEN,

MY great Diſtreſs and Diſappointments, after actually raiſing the Royal George from the Ground, and moving her a-head above 30 Feet, by the Storms coming on ſo critically a few Hours before I intended making the grand Effort, will, I hope, plead my Excuſe for not writing your Honourable Board ſooner, eſpecially as I was aſſured you would immediately be made acquainted with the Contents of what I wrote to the Admiralty. I will, God willing, raiſe her, and bring her a Shore in the Spring, of which there cannot be a Doubt; and, I truſt, the Admiralty Board will

will aſſiſt me with the Men I require; and when the Time comes for the Puſh, order me Boats, and a Number of Men, from the Ships in the Harbour, and thereby enable me to ſhow, this Kingdom can do more in Maritime Affairs than all the World.

I am, &c.

WILLIAM TRACEY.

P. S. Admiral Pigot has been down to view the Royal George, and has ordered me to attend, which I ſhall immediately do when the Diligente comes into Harbour and I have properly ſecured his Majeſty's Stores.

No. XVII.

Copy of a Letter from PHILIP STEPHENS, Eſq;

Admiralty Office, 24th Oct. 1783.

SIR,

MY Lords Commiſſioners of the Admiralty having ſent to the Navy Board your two Letters of the 14th and 17th Inſtant, reſpecting the Royal George, with Directions to take the ſame into their Conſideration, and to Diſcourſe with you upon the Subject Matter thereof; I am commanded by their Lordſhips to acquaint you therewith, and to deſire you will attend the Navy Board for that Purpoſe.

I am, &c.

PH. STEPHENS.

Copy

No. XVIII.

Copy of a Letter from Admiral MONTAGU.

Queen, 8 *Oct.* 1783.

Mr. TRACEY,

MY Lords Commiſſioners of the Admiralty having deſired me to acquaint them of the Progreſs you have made in weighing the Royal George ſince her floating, I am to deſire you will acquaint me in Writing thereof, and inform me every Morning of the Progreſs you made the preceding Day.

I am,

SIR, &c.

J. MONTAGU.

No. XIX.

Copy of a Letter from Admiral MONTAGU.

Queen, 11*th Oct.* 1783.

Mr. TRACEY,

I AM am to deſire you will ſend me, by the Bearer, for the Information of the *King*, the Progreſs you have made in the laſt twenty-four Hours, in weighing the Royal George, without the leaſt Exaggeration, as I am informed by ſeveral Captains who have attended to this Service, that you

you have repreſented your having made much greater Progreſs in this Buſineſs than is really true.

In future, I deſire you to ſend a Progreſs every Day by Noon.

And am, &c.

J. MONTAGU.

I would adviſe your making good Uſe of your Time, as moſt of the Ships will ſail next Week.

No. XX.

Copy of a Letter to Admiral MONTAGU.

Royal William, Spithead, 11th Oct. 1783.

SIR,

IN anſwer to your's of this Date, I take the Liberty to acquaint you, that my Progreſs in weighing the Royal George, for the laſt twenty-four Hours, was in ſubſtituting a Cable to bear on the Starboard Bow of the Royal George, in the room of the Royal George's beſt Bower Cable, which, by laying ſo long under Water, and being expoſed to the Sun, &c. this Summer, proved rotten, which I effected; and in heaving the Purchaſes at low Water on all the Cables in the Royal William and Diligente; and in fixing the long Stage and laſhing Caſks on it, to bear over the Wreck. Attended the high Water yeſterday Noon,

Noon, laſt Night, and this Noon, and have hove the Royal George by two 74 Bower Anchors a-head in the Hole, about thirty-ſix Feet, and her Head more to the Southward; and ſhe appears, at low Water, by the Boltſprit End, to be higher out of Water than ſhe has ever been ſince ſhe ſunk.—I am now flitting all the Purchaſes ready to heave the Ships down to-morrow Morning, at low Water, Weather permitting; and ſhifting a Cable to bear where the Cable broke laſt Night, that was cut by ſome Iron about her Stern; and am in great Hopes to clear her entirely out of her Dock to-morrow's Tide. Muſt hope the Admiral will re-ſerve cenſuring my Conduct, as it can anſwer no good Ends my exaggerating any Thing; and as I cannot do any Thing of this arduous Taſk in Private, I cannot help what People will ſay of me. I will acquaint the Admiral of my further Proceed-ings, as much as my preſent Situation will admit.

And am,

With due Reſpect, &c.

WILLIAM TRACEY.

Pleaſe to obſerve, I had not wrote or ſent in any Manner, either to the Admiralty or Navy, or did I write on that Sub-ject, further than the Letters herein contained, and the Facts were ſo publicly known of the Ship's being moved, that others had wrote to the Boards, and not me.

Copy

No. XXI.

Copy of a Letter to PHILIP STEPHENS, Eſq;

Portſmouth, 19th March, 1784.

SIR,

UPON the 16th October and 26th November laſt, I had the Honour of tranſmitting you a Letter, with 14 Affidavits, of the Royal George being actually moved from the Ground, and moved a-head thirty Feet, (Copies herein) and which I flattered myſelf would not have left a Doubt with their Lordſhips and the Honourable Navy Board of the Fact. But I am more than unhappy to find, that Orders have been ſent down from the Honourable Navy Board to the Officers at Portſmouth, to demand from me an immediate Return of the Stores delivered for the Trial of raiſing the above Ship, as by Copy of their Letters incloſed, and my Anſwers, from which it appears, that after ſinking the whole, as I may ſay, of my private Fortune in the public Service, and actually moving the Royal George from her Bed, and ſhould have carried her where ſhe would have been ſafe and well, had it not been for the Will of the Almighty in bringing on a violent Storm, at the Inſtant, I may ſay, of the grand Trial taking Place. I was alſo given to hope I ſhould have had as many Men as I wanted at that Time, whereas, inſtead of 600 Men, or more, I received from the

Dock-yard 36, and from the Men of War but 137 in all; and that, Hours after the Time for the grand Puſh. Added to this, when I applied early laſt Summer to the proper Officers for two Lighters to aſſiſt in letting down the Cables to ſweep and cradle the Royal George, I was actually amuſed and refuſed the ſame, and loſt from one Month to ſix Weeks of the beſt of the Seaſon, for want thereof, altho' they were not in Service, and having expoſtulated, all in my Power, that without them I could not poſſibly proceed. Theſe are real Facts, which I cannot avoid laying before their Lordſhips, to ſhew them the Difficulties I encountered with, and yet I ſhould have ſucceeded without any the leaſt Doubt with the Aid only of my own People, had not Providence ſo critically fruſtrated my Attempt.

I beg Liberty to hand you, with this ten Letters, from different Officers of King's Ships who were attending with me at the Trial, and thereto I refer their Lordſhips and the Honourable Navy Board as to the Facts of the Royal George being raiſed; but ſhould any further Proofs be ſtill neceſſary, I refer their Lordſhips to Captain Paine who was preſent when the Royal George was raiſed in her Bed, and who will, I am ſenſible, do me common Juſtice in proving the ſame. I muſt alſo beg to refer their Lordſhips to Captain Gayten and Captain Hill, of the Britannia, for their Opinion of me and my Proceedings, who,

I am

I am certain, wiſh to be called upon by their Lordſhips, and when done, I entreat the Boards will take my hard Caſe into Conſideration, and aſſiſt me with from four to five hundred Men, from ſix Weeks to two Months, to remain on Board, Night and Day, his Majeſty's Ships Royal William and Diligente along-ſide the Royal George, with proper Officers to command them from the End of next Month, and about ſixteen ſecond-hand Cables, and a ſmall Matter of ſecond-hand Cordage, with Lighters, and ſome other ſmall Articles, the other being now Neceſſaries on board the Royal William and Diligente in the Harbour, and ready to be brought along-ſide the Royal George without any Expence, but juſt bringing the Veſſels to Spithead, and for all which I will be anſwerable to allow whatever Damages may be ſuſtained, out of my Part of the Royal George, and her Stores, when raiſed, which I hereby undertake to compleat, on Forfeiture of my Head; and ſhould their Lordſhips direct the Mens' Labour required to be deducted alſo from me, I am ſatisfied to have it done. I need not point out to their Lordſhips the Neceſſity and great Advantage that will ariſe to the Public by the Removal of the Royal George, or the Credit and Relief it muſt bring me after the Loſs of ſo many thouſands of my Property. I again entreat their Lordſhips will take my hard Caſe into Conſideration, and ſhould they think proper not to employ me, and give me

an Opportunity of raiſing the Ship this Summer, which I aſſure their Lordſhips, with the Experience I am now Maſter of, there cannot be a Doubt of, I pray their Lordſhips will direct my Engagements and Securities to be returned me by the Honourable Navy Board, and not ſuffer me, an Individual, to be totally cruſhed for my Endeavours to ſerve the Public, by removing the greateſt Obſtruction and Nuiſance to the Anchorage at Spithead. I beg to remark, I was obliged to proteſt againſt the Manner of acting by me when the Dock-yard Men were ſent out to bring the Royal William and Diligente into Harbour. I entreated a little Time might be given my own People to ſecure properly the Cables that were round the Royal George to her Maſts, ſo as to preſerve them, provided even that they were not to be uſed further in the Trial; but, contrary to all Perſuaſions and Rules of Propriety, the Cables were wantonly and wickedly caſt off from the Royal William and Diligente, and left in ſuch a State, that the Art of Man cannot recover them without raiſing the Ship. I muſt entreat the Favour of you to lay my Letters and Proofs before their Lordſhips, and favour me with their Lordſhips Anſwer, as the Seaſon is advancing faſt, which will much oblige,

SIR,

Your's, &c.

WILLIAM TRACEY.

Copy

No. XXII.

Copy of a Letter from PHILIP STEPHENS, Esq;

Admiralty Office, 5th May, 1784.

Mr. TRACEY,

IN return to your Letter of the 1st Instant, relative to the Royal George, I am commanded by my Lords Commissioners of the Admiralty to acquaint you, that if you have any Propositions, to make them to the Navy Board, to whom your former Propositions on that Subject were referred.

I am,

SIR, &c.

PH. STEPHENS.

No. XXIII.

Copy of a Letter to PHILIP STEPHENS, Esq;

Portsmouth, 22d March, 1784.

SIR,

I HAD the Honour of writing you the 19th, with sundry Affidavits and Letters from Officers of the Navy, to prove the Royal George being raised and moved last October, and to acquaint you, that this Day, Mr. Gilbert, the Master-atten-

dant here, informed me he had Orders from the Navy Board to unload all the Caſks and Stores now in the Royal William and Diligente, and that I muſt attend. Shall I entreat that you will lay my cruel Caſe before the Admiralty Board, and to beg their Lordſhips will pleaſe to give Orders to ſtop this Order to the Maſter-attendant, until their Lordſhips determine whether they will or not ſuffer me to raiſe the Royal George; for, by letting the Stores remain in the above Ships, no Expence of any Moment can ariſe, provided the Board chooſes to have the Ship raiſed; whereas, if the Stores are put on Shore now, a heavy Expence and loſs of Time muſt ariſe by unſhipping the ſame. I beg your Intereſt and Friendſhip with the Lords of the Admiralty, &c.

And am, &c.

WILLIAM TRACEY.

No. XXIV.

Copy of a Letter to PHILIP STEPHENS, Eſq;

London, 26th Nov. 1783.

SIR,

AGREEABLE to your Letter with the Lords of the Admiralty's Order for me to attend upon the Navy Board, I came from Portſmouth and

and waited upon theſe Gentlemen the 7th of November, and laid before them ſuch undoubted Proofs as I thought would not admit of the leaſt Doubt of my having raiſed the Royal George, and carried her upwards of thirty Feet a-head.—But not having heard ſince from the Navy Board, I am to entreat you will acquaint the Lords of the Admiralty that I have put ſix honeſt capable Men on Board the Royal William and Diligente to take Care of their Stores till Spring, when I hope and believe their Lordſhips will aſſiſt me with a few ſecond-hand Cables, and a ſmall Matter of Cordage, with 400 Seamen, under the Command of proper Officers, to work and lie on Board the above Ships for about ſix Weeks to two Months, as I mentioned in my laſt Letter to their Lordſhips, and by the End of June, or Beginning of July next, I will have the Royal George up without any Manner of Doubt, under the Penalty of loſing my Head; and I am bold to ſay, had I been aſſiſted, as I was given to underſtand I ſhould, upon the laſt Trial in October, ſhe would now have been ſafe in the Harbour of Portſmouth.

When the Fleet returns, I will procure further clear and convincing Proof from ſeveral of the Officers, if needful, of the above Facts. I ſhall return to Portſmouth, and wait their Lordſhips Commands for proceeding, whenever their Lordſhips

ſhips may think the Seaſon will admit of the Work.

Being, with great Reſpect,

SIR,

Your, &c.

WILLIAM TRACEY.

No. XXV.

Copy of a Letter from Mr. JOHN JACKSON, receiyed *October* 3, 1783.

Mr. TRACEY,

I'VE diſcovered a Principle for raiſing the Royal George, if your Plan for raiſing her ſhould unhappily miſcarry, though I truſt you will ſucceed. You may command my Principle, 'tis at your Service. I moſt willingly offer it gratis, if you'll pleaſe to accept of it. I've drawn this Concluſion, viz. What Degree of Power is required, as near as can be aſcertained, and whether the given Power is in the Principle.—Now, in my Principle, any Degree of Power can be produced, which, I am fully perſuaded, is more than ſufficient to raiſe her. If you'll honour me with a Line, it will be eſteemed a particular Favour, by

Your humble Servant,

JOHN JACKON.

The

The Reaſon of this Addreſs is wholly owing to the earneſt Importunity of ſeveral reſpectable Gentlemen, whom I could not in Honour oppoſe. Pleaſe to direct your Addreſs, if you chooſe to write, to be left at the Bar of the Woolpack, St. Peter's Alley, Cornhill, London.

I cannot

I CANNOT conclude this Narrative without making a few Obſervations on the preceding Affidavits and Letters, which indeed require but little Commentary. They contain ſuch a Series of Proofs as muſt convince every candid Mind. No Evidence can be ſtronger. For can it be ſuppoſed that 13 Perſons, unconnected and unintereſted, would all concur in the ſame Aſſertions, were not the Facts to which they depoſe obvious and incontrovertible? But on the Oaths of impartial Men I reſt not the whole of this Affair. The Gentlemen who have given me Letters in my Favour are of eminent Abilities, and their Teſtimonies eſtabliſh the Propriety and Practicability of my Plan, above the Reach of Rancour and the Shafts of Malice.

None will venture to diſpute the Candour or Capacity of the Honourable Captain James Luttrell, who obſerves in his Letter,* that "if the Attempt had been made earlier in the Year, I would

* See Letter B.

would have ſucceeded." Why that Attempt was not made I have already explained; and to the Reaſons I have mentioned in my Narrative, I beg to add, that ſhortly after the fatal Cataſtrophe of the Royal George, the two Maſter-attendants gave it as their Opinion, in Writing, to the Navy Board, that the raiſing of that unfortunate Ship was both impracticable and impoſſible. It is by no Means a ſtrained Conjecture to ſuppoſe that one of theſe Gentlemen, now at Portſmouth, threw every Obſtruction in my Way to eſtabliſh his *ſuperior* Judgment with the Honourable Navy Board. But how he can reconcile his Conduct with that Duty he owes to Government is a Problem which I leave to others to determine. Of my being withheld Craft I made my Complaint to Captain Luttrell, in Preſence of his Royal Highneſs the Duke of Cumberland, at the Time his Royal Highneſs and the Captain condeſcended to bring me a-ſhore with them, from the Royal William, in the Captain's Barge. Of his generous Aſſiſtance I ſhall ever retain the moſt grateful Senſe. Had four Ships more followed his Example, I flatter myſelf, in ſpite of the Obſtructions I received, I ſhould in the End have ſucceeded. To Lieutenant Riou, and the Officers and Crew of the Ganges, I owed great Obligations, for they were of great Aſſiſtance. Sir Hyde Parker has my beſt Thanks; to him and his Officers I was

greatly

greatly indebted. I am happy to think I met with the Approbation of theſe Gentlemen.*

Thomas South, Eſq; and Captain Humphreys, are Gentlemen of Rank and Character, and totally unconnected with me. Their Letters do me particular Honour. Mr. South ſays, "that ſhe was "actually a-float on the Saturday: I could make "Affidavit; for *I ſaw the three aggregate Bodies "move together, with one uniform, ſteady Motion.*"† He adds, that "I failed in the End, by not having "procured a more than ſufficient Power of "Falls, &c." I hope that Gentleman will pardon my remarking, that on the Saturday he refers to, the Weather was ſo bad he could not get well on Board, therefore he had not the Satisfaction to ſee to what Perfection I had placed either of a 3 or a 4 fold Purchaſe Fall to each Cable in both Ships, at the laſt. Theſe Mr. South had not an Opportunity of ſeeing.—Captain Humphreys is very poſitive in his Letter‡ "that the Royal "George did not alter her Poſition, but her "Fore-top kept in the ſame Place, by a Port in "the Royal William, while the Ships moved to "the Weſtward."—In ſhort, the Teſtimonies of every Gentleman are one uniform Line of corroborating

* See Letters from Meſſrs. *Edge, Short, Wheatley*, and *Froſt*.

† See Letter D.

‡ See Letter C.

borating Facts, of particular Aſſertions, that ſtrengthen one another. No doubtful Ambiguity, not the leaſt Shadow of Contradiction. I might eaſily produce a numerous Collection of ſimilar Vouchers, if neceſſary; but thoſe I have now offered will, I doubt not, convince the moſt ſcrupulous Mind.

To thoſe Gentlemen who have thus favoured me with ſuch Teſtimonies, and honoured me with ſuch Approbation, I ſhall beg to tender my ſincereſt Thanks. To Captain Paine, of the Navy, I know not how to expreſs my Gratitude. That Gentleman was preſent, and ſaw the Royal George actually a-float: He generouſly offered to atteſt the ſame when and where he ſhould be called.—To Captains Kingſmill, Gayton, Wainwright, and Hawker, I offer my Tribute of Thanks. They acknowledged the Practicability of my Plan, and the Propriety I uſed to carry it into Execution.

On the Whole, after producing ſuch poſitive Teſtimonies, after adducing ſuch undeniable Proofs of the Succeſs, of the Eligibility of my Plan, after narrating, with Candour, and with Truth, the Obſtructions and Delays which occaſioned my Failure, I hope every ſympathizing Mind will feel for my Diſappointments, and the candid and humane will join, I flatter myſelf, without

without Vanity, with my honoured Correſpondent, Mr. South, in the Language of the Poet:

'Tis not in Mortals to command Succeſs;
But I've done more—I've deſerv'd it.

To conclude: This Narrative was not originally wrote for Publication, nor is it now uſhered into Light through lucrative Motives, or pecuniary Views. In my Petition, therefore, to my Lord Howe, when at Portſmouth laſt Year, as well as in that to the Lords of the Admiralty, I omitted inſerting many Letters, Vouchers, and Documents relative to this important Undertaking, and briefly, in the moſt ſubmiſſive Terms, confined myſelf to ſtate the Cauſes which impeded my Progreſs, and prevented finally my Succeſs. In Conſequence of ſuch Application, I attended at the Admiralty many Days, flattering myſelf with the fond Hopes of receiving ſome Redreſs, or at leaſt an Anſwer to my Requeſt. But I was unfortunate enough to obtain neither. Nouriſhed for a long Time with the deluſive Fancy of procuring Relief, and meeting with Diſtreſs and Diſappointment, I have at laſt ventured to ſubmit my Tranſactions, in a *national Concern*, to the Inſpection of *a candid Public*. By ſuch a Conduct I mean to convince the great and powerful, whom Prejudice may have deceived, or Partiality miſled, that my Plan was not more ſufficient than its Execution (if Obſtructions had not prevented) would have been effectual.

I am

I am ſtill perſuaded the Right Honourable the Lords of the Admiralty, and the Honourable Commiſſioners of his Majeſty's Navy, will, on fairly inveſtigating my Caſe, condeſcend to do me that Juſtice it merits; and I hope their Determinations will prove rather favourable to an unfortunate Individual than to a national Saving, which cannot in the ſmalleſt Degree affect the Public, but greatly aſſiſt me, who, in the Proſecution of an arduous Undertaking, endangered my Life, ruined my Family, and ſacrificed my Fortune; who, entirely owing to the Circumſtances I have pointed out, and to no Error of my own, was prevented from accompliſhing ſo laudable an End.

In the fulleſt Confidence therefore I rely upon a generous Public, and flatter myſelf, the great and powerful will not view with callous Indifference the Hardſhips of a diſtreſſed Individual; nor that any feeling or benevolent Perſon will refrain from pitying my Misfortunes, and affording Candour to my Caſe. The Approbation of my Fellow Subjects will be no ſmall Conſolation for the Diſappointments I have had, and the Hopes of ſuch a Recompence principally occaſioned this Publication. To the Generoſity, therefore, of the Great, the Strictures of the Candid, and the Benevolence of the Humane, the preceding Pages are reſpectfully preſented.

FINIS.

FINIS.